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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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that our merchant ships are adopting that system, because it distributes the strain which is ordinarily imparted to a single shaft, and the propellers are not so likely to break. I intend to provide her with three rudders, which, I think, will be of the highest importance to a vessel of this class. The gun deck is below the water line when the vessel is equipped for action, the weight of her equipment being intended to sink her vulnerable parts below the surface of the water. The "hold" below the gun deck is utilized for machinery, boilers, coal bunkers and magazines.

PELEE ISLAND TELEPHONE CABLE.

The Canadian government is about to relay the Pelee Island telephone cable. This time it will be placed east of Point Pelee bar out to the dummy light, where an instrument will be placed, thence south of the "middle ground" to Pelee Island light. Whether it will be landed at Brown's dock, on the east side of Pelee Island, and thence by land to the light-house, is not yet quite decided. This change in the cable will remove it from the anchorage off Point Pelee in Pigeon Bay, where it has often been broken and greatly strained by vessels dragging their anchors over it. It will give a much needed station at the dummy light, and lying south of the "middle ground" will be sheltered during winter from the drifting ice floes, which, driven by the westerly gales, grind over the reefs wearing and twisting the cable on the rocky bottom.

COALING STATIONS.

England has shown great foresight in providing coaling stations all over the world. It has these important outfitting ports in the Pacific, the Atlantic, the Mediterranean, the Indian ocean. In whatever quarter of the world its warships may be they will not be far distant from some English port, where, in time of war, they could secure supplies. The strategic value of the island of St. Thomas, which it has been proposed this country should buy from Denmark, is the benefit it would be as a coaling station in the West Indies.

True, it is not so very far distant from St. Thomas to the Florida coast, but a coaling station at almost the eastern extremity of the West Indies would prove very convenient to American warships. After this war is over and the people have been educated on the subject of coaling stations, Congress will probably be disposed to favor a more liberal policy in the matter than it has heretofore.

"ALL HANDS ABANDON SHIP."

The "all hands abandon ship" drill, says a recent writer, is realistic enough. It is not merely preparation for deserting the ship, but all hands actually do take to the boats. Two minutes after the word has been passed, every ship's boat has swung from its davits into the water, and a minute later every boat is thoroughly provisioned and watered. Within four minutes, and often in much quicker time, every man of the ship's company, from the commanding officer down, is occupying the station in the boat called for by his ship's number, and then command "sheer off" is given. The boats are hauled away a couple of hundred feet from the deserted vessel, and she rides without a human soul aboard her, often, when the drill is gone through in midocean, in a sea that the landsman would account terrific. Then the word "board" is passed, and within eight minutes at the most all hands are not only on board again, but every boat has been relashed in the davits, all of the provisions and water and instruments and other gear have been removed, and the ship's company is in a fair way to get to sleep again. It is only an incident, but, all the same, no man whose ears are greeted by that call in the middle of the night has any right to assume that his ship is not really about to be forsaken.

TORPEDO BOAT DESTROYER.

Charles Dickenson, of Washington, D. C., has completed the model of a torpedo boat destroyer, which he asserts possesses unsurpassed power and speed; that it is next to impregnable to an enemy's shots, no matter of what description, and possesses an armament sufficiently powerful and so conveniently and safely disposed within the craft as to be capable of sinking an enemy's vessel without exposing either the crew or the boat to danger. A description of the vessel in his own language follows:

The destroyer—that is, the torpedo boat destroyer—has the appearance of being an ordinary merchant vessel, or a "down east" schooner. Her dimensions over all are: length, 160 feet; 37 feet beam, and when in action draws eight feet of water. If necessary, the size of the vessel can be increased—her measurements enlarged—and yet draw not over eight feet of water, so that it will be an easy matter for her to enter any harbor to coal or obtain necessary supplies. The boat is provided with three screw propellers. My reason for providing three screw propellers is this: I find today

BUILDING SHIPS FOR FOREIGN COUNTRIES.

The Earl of Hopetoun, as president of the Institution of Royal Naval Architects, expressed the opinion at the annual conference of that body that there was nothing of a startling nature in the admiralty program for the present year.

Coming to the matter of the output of the shipbuilding yards, his lordship pointed out that Japan provided the largest amount of work for British shipbuilders, over six per cent. of the total output having been built for that country. Germany followed with over three per cent.

Of the warship output thirty per cent. was for foreign account, Japan and Chile showing the largest totals.

During recent years we had been accustomed to large additions to our tonnage, the net increase of the merchant navy of the United Kingdom during the first nine years of the past decade amounting on the average to 366,000 tons per annum, while during 1897 the net increase only reached the insignificant amount of 8,600 tons.

This great falling off was partly due, no doubt, to the engineers' strike, but it was also largely attributable to the great amount of tonnage which had been transferred to foreign and colonial owners during the year.

These figures indicated that it was now becoming customary for an amount of tonnage equal to that of almost any other merchant navy to be removed within, say, every two or three years from the register of the United Kingdom on account of foreign sale. This was a matter of grave importance. It was a sign of the times which should not escape the notice of those who were responsible for legislation.

LAKE AND RAIL FREIGHT RATES.

Representatives of the lake and rail lines who went to New York to attend a meeting of members of the Central Freight Association, Trunk Line Association and Lake Line Association, have returned home. They report that an amicable agreement was reached, and that there will be little cutting of freight rates for the remainder of the season.

Resolutions were adopted providing for the restoration of former tariff rates on grain and its products, on all rail lines represented in the conference, to take effect June 13th, on the basis of 20 cents on grain and grain products from Chicago to New York, and 17½ cents on corn. By lake-and-rail the rate will be the same, less the regular differential. This does not include bulk grain.

On all grain products the lake-and-rail rate will be 17 cents. Corn will not be affected, as lake-and-rail lines are not interested in bulk grain.

On June 1st the class freight rates are also to be restored to the old tariff, on a basis of 75 cents, ranging as follows, down through the package freight scale: 75, 65, 50, 35, 30 and 25 cents, flour and other grain products 20 cents. The new lake-and-rail rate on flour from Minneapolis, on the basis of 17½ cents per 100 to New York, will be followed by a readjustment of lake-and-rail rates on some products from Lake Michigan ports to the East, and will probably be made on a basis of proportionate rate left of the 17½ cent rate east of lake ports. This would make the rate from Lake Superior to New York about 13½ cents, and from Lake Michigan 11½ cents.

JUSTICE FOR THE REVENUE CUTTER SERVICE.

For some time officers of the revenue cutter service have been trying to induce Congress to pass a bill placing the revenue marine on the same footing as the navy proper, in so far as the retirement of officers on pay at a certain age is concerned and in other particulars. It is argued by the officers of the revenue cutter service that they are called upon to perform duties equally as arduous as officers of the navy; that in times of war they are called upon for service in the navy. For these reasons the revenue officers feel that they are entitled to the same treatment, after years of faithful service, as is received and merited by officers of the navy.

THE MARINE RECORD.

NEWS AROUND THE LAKES.

BUFFALO.

Special Correspondence to The Marine Record.

Capt. Frank D. Osborn qualified this week as master of the steamer Arabia, to succeed Capt. John Davis.

The new tug Charles F. Dunbar is 137 tons gross and 93 tons net according to custom house measurements.

Capt. F. G. Stewart, formerly first mate of the Northern Wave, has been promoted to be master of the North Star, to succeed Capt. William Thorne, resigned.

The new tug Chas. F. Dunbar, on her first tow, brought a heavily loaded scow up the swift current of the Niagara river with scarcely an effort. She handles very easily and works perfect in every way.

Gordon W. Hall, of Lockport, N. Y., is building a steeple compound engine, 10 and 22 by 16 inches, for Capt. M. DuPuy's new canal steamer. Riter Bros., of Buffalo, N. Y., are constructing a "Paragon" boiler for the new boat.

The officers of the Lackawanna Line are as follows: Lackawanna, Capt. F. Weinheimer; engineer, W. E. Lewis. Scranton, Capt. James H. Greene; engineer, Charles Van Every. Russia, Capt. John D. Greene; engineer, William Brown. Geo. J. Gould, Capt. W. W. Cottrell; engineer, George J. Butler. America, Capt. J. R. Gibson; engineer, Thorn.

The firm of Russell & Watson, Main Street, have shipped to Detroit the signal lamp outfit for the large side-wheel passenger steamer, City of Erie, building by the Detroit Dry Dock Co., to the order of the Cleveland & Buffalo line. Russell & Watson handle nothing but superior, high classed goods and their signal lamps, side-lights, and masthead lights hold the best possible record for efficiency and durability.

The tug Peter Gorman, owned by D. D. Johnson of Detroit, Mich., and used by Hingston & Woods, local contractors, in towing mud scows from Dunkirk, was sunk by the Cleveland & Buffalo Transit Co.'s steamer City of Buffalo two miles beyond the breakwater last Friday night about 9 o'clock. Both boats left Buffalo about the same time, the tug bound for Dunkirk and the steamer for Cleveland. On board the tug were E. H. Corbin, of Detroit, captain; William Calland of Cleveland, engineer, and Roy Churchill, of Detroit, fireman. Corbin and the others were first aware of danger when the bow of the steamer loomed up in front of them in the darkness. A crash followed and the tug rolled over and sank. Her life raft floated free and the members of her crew swam to it and climbed aboard. Soon afterwards they were picked up by the tug R. H. Hebard, which put out from the breakwater in response to the signals of the steamer Rappahannock, which was passing when the collision occurred. After being assured of the safety of the tug's crew the City of Buffalo continued on her way to Cleveland. Steps will be taken at once to raise the sunken tug.

DETROIT.

Special Correspondence to The Marine Record.

The mate of the John N. Glidden was taken to the marine hospital suffering from spinal meningitis.

The Fayette Brown had her broken rudder chains repaired at the Detroit Dry Dock works, and proceeded on her trip.

The Detroit, Belle Isle & Windsor Ferry Co. carried between 3,000 and 4,000 persons to Belle Isle on Sunday last. Next month there will be music on all the boats.

Rooney's dredge has commenced work clearing away the shoals on the east side of Bois Blanc island. It is expected that a 21-foot channel will be completed before fall.

The exact condition of the steamer J. H. Outhwaite is not known, but she is not as badly damaged as was supposed. When wrecker Reid gets the schooner Barr afloat the two lame ducks will be towed to a dry dock.

The government survey steamer Hancock is at St. Clair making a survey between Idlewild and Stag Island. The removal of two shoal places near Stag Island is contemplated, and the survey is being made to determine the best way.

Creighton Churchill, U. S. N., is the officer now in charge of the branch hydrographic office, Sault Ste. Marie. Mr. Churchill will facilitate in every possible way the technical requirements of those practically engaged in the lake marine service.

Isaac Bearinger's steel yacht, the Walpiti, leaves the yards of F. W. Wheeler & Co.'s this week, for New York City, where she may be disposed of to the government. The yacht has just received a new deck and has been generally overhauled and put in A 1 condition for cruising.

A. A. Parker, the well known vessel owner, has been somewhat under the weather this week. It is hoped that he will soon be to windward again. The doctors say so, if he will take a total rest from business, every one expresses sympathy in the case, for Mr. Parker was more than ordinarily well liked among vessel men.

The Star-Cole line will open up the season of 1898 on June 4 with the steamer Greyhound, which has always been a favorite. On June 7 she will bring an excursion of teachers and scholars of the Marion, Ind., high school to Detroit. Thereafter the steamers City of Toledo and Darius Cole will take the place of the Greyhound. On June 11, 18 and 25,

public schools of Toledo will go on the boats to Detroit. On June 11 there will also be an excursion of the St. Matthew's (English) Lutheran church, and on June 14 delegations of Grand Army men will go on either the City of Toledo or Darius Cole to attend the Michigan state encampment.

When wrecking-master James Reid quit work on the foundered steel steamer Cayuga last fall all of his pontoons were in place by the side of the sunken boat, except two. The placing of those two, then, is all he has to do this summer to enable him to make a lift. He is as confident as ever that he will have her afloat before the summer is half over, and will again tackle the job as soon as he is done with the stranded vessels Outhwaite and Barr. Capt. James is chock full of obstinacy and never knows when to let go. After all, he has been successful in some hard old wrecking jobs, and while no one doubts but that he will eventually get the Cayuga, he must take his own time to do it.

CHICAGO.

Special Correspondence to The Marine Record.

The Dunham Towing & Wrecking Co. sold their tug Robbie Dunham to Martin Hogan, of the Hogan Transfer Co.

The L. M. & L. S. Trans. Co.'s steamer Manitou will make her first trip from Chicago to Mackinaw Island on June 23.

J. J. Rardon & Co. chartered the steamer Aragon for corn to Kingston at 2½ cents, the steamer Phoenix for oats to Buffalo at 1½ cents.

The grain freight rates remain unchanged, 1¼ cents being paid on corn and 1¾ cents on wheat to Buffalo and 2½ cents on corn to Kingston.

Capt. John Prindiville chartered the steamer Lansing for corn to Buffalo at 1¼ cents, the steamer G. G. Hadley for wheat to Buffalo at 1¾ cents.

Capt. Thomas Johnson has become sole owner of the schooner Ann Maria which he sails, he having purchased the half interest owned by J. B. Charles, of this city.

The Burke Transit Co.'s steamer, T. S. Faxton, commenced running between Chicago and Waukegan and Kenosha Tuesday morning. She leaves the Holland and Chicago Line dock at State street at 9:30 daily.

The Hamilton & Merriman Lumber Co. sold the schooner Butcher Boy to Capt. Sam Neff, of Milwaukee. They also sold the schooner C. J. Magill to Capt. Fred. B. Lordall, who has been master of her several seasons.

The steamers Monteagle and G. G. Hadley are unloading bituminous coal at the O. S. Richardson Fueling Co.'s north pier dock. The Iron Duke, Iron State and City of Venice have also unloaded coal cargoes there during the past ten days, making a total of some 13,000 tons of coal for vessel fueling purposes.

The Graham & Morton Trans. Co.'s side-wheel steamer City of Chicago went into commission on Monday, May 23, between Chicago, St. Joseph and Benton Harbor. She has been put in first-class shape for the coming season's business. The company's steamer City of Milwaukee will go into commission on May 29.

The whaleback passenger steamer Christopher Columbus will arrive here on June 24 and will commence running excursions between Chicago and Milwaukee. She is to be fitted out with brass cannons and Gatling guns similar to an auxiliary cruiser, with officers and men to go through gun practice during the excursions on the lake.

Capt. John Leonard, for eight seasons master of the schooner Geo. J. Boyce, has purchased the schooner Rouse Simmons from Messrs. Hackley & Hume, of Muskegon. The schooner arrived here on Sunday with lumber from Muskegon, her first trip this season. Her capacity is 300,000 feet of lumber and her rating is A2½. Capt. Leonard's many friends wish him much success with his new purchase.

An item in the Detroit news column of the MARINE RECORD of May 19, requires correction as to the steamer Normandie. Her freight rate for the only two cargoes she has carried this season was \$1.87½ from Ashland to Chicago and she has gone for a third cargo at the same rate. The Normandie was chartered by Jas. A. Calbick & Co., vessel agents, Chicago, and Mr. Chamberlain must have been misinformed or the News reporter misquoted him.

James A. Calbick & Co. chartered the schooner John Kelderhouse for corn from South Chicago to Collingwood at 1½ cents, the steamer Normandie for lumber from Ashland to Chicago at \$1.87½ per thousand feet, the steamer Isabella J. Boyce and schooner Geo. J. Boyce for dry lumber to Chicago at \$1.62½, schooner James G. Blaine to same place and at the same rate, schooner Minnie Sluson for ties from Detour to Chicago at 6½ cents, schooner Naiad to same place and at the same rate, steamer Francis Hinton for posts from Manitoulin Island to Chicago at four cents, schooner Clara for ties from Masonville to Chicago at 6 cents, schooner J. V. Taylor to same place and at same rate, steamer John Spry and consort Johnson for lumber from Ashland to Muskegon at \$1.75, steamer Kalkaska and consort Aloha for dry lumber from Duluth to Chicago at \$1.87½, schooner Thos. Howland for green lumber from Nahma to Chicago at \$1.37½, schooners Cora and Commerce for dry lumber from Marquette to Chicago at \$1.62½.

Capt. Harry Donaldson, one of the best known steamboat captains on Lake Ontario, died at St. Michael's hospital, Toronto, a few days ago. He was forty-four years old and had been sailing the lakes since his thirteenth year.

DULUTH.

Special Correspondence to The Marine Record.

The steamer Bulgaria, which stranded on Gull Island, of the Apostle group, when in tow of the steamer Vega, is now in the dry dock for examination and repairs. The insurance on the hull is carried by McDonald & Co., of Chicago, and their representative, C. H. Sinclair, also of Chicago, reached here to survey the damage. Capt. Joseph Kidd, of Duluth, represented the owners in a survey of the damages. The Bulgaria lost her wheel and rudder. The shoe is broken and there is some damage to the hull. The Bulgaria will probably be repaired by the end of the week. The damages to the Vega cannot be known until she is dry docked. At present she is discharging her coal cargo at West Superior. It is known that her wheel was stripped of the buckets and that she sustained some damage. Capt. Joseph Kidd will carefully superintend repairs and there are none more competent on the lakes to do so.

CLEVELAND.

Special Correspondence to The Marine Record.

The Kaliyuga docks in the Cleveland dry dock to-night for a new propeller.

The new steel steamer Superior City, recently launched from the Lorain yards of the Cleveland Ship Building Co., left that port, light, on her maiden trip Thursday.

Capt. Duncan Stalker is this season in the steamer Pueblo, owned by Mr. J. B. Merrell, Milwaukee. Capt. Stalker is well and favorably known at all the principal lake ports.

The River Machine and Boiler Works, River street, Messrs. Teare & Thomas, proprietors, report a brisk spring trade both in new work and repairs, with orders booked well ahead.

A trial of the machinery of the revenue cutter Algonquin was made at the Globe yards under the supervision of Capt. J. W. Collins and Chief engineer John R. Dally. The trial proved perfectly satisfactory in every way.

Capt. George H. Pleasance, aged 79 years, shot himself on Sunday morning during a spell of mental aberration. The old gentlemen had been suffering severe pain for some time past and thus became mentally unbalanced.

The Phoenix Nautical Instrument Co., River St., J. M. Beverly, manager, is meeting with a fair share of patronage. Capt. Beverly states that he has shipped a large number of compasses to coast ports, as well as supplying the numerous lake orders.

The revenue cutter Algonquin left the Globe Iron Works shipyard at 8 o'clock Thursday morning for her trial trip. The trial will last ten hours. Captain J. W. Collins, of the revenue cutter service, and Engineers C. E. Jeffries and J. R. Dalley were on board on behalf of the government.

The Cleveland and Buffalo liner, City of Buffalo, just got fairly outside Buffalo breakwater on Friday night when a tugboat shunted across her bow. The liner rolled the tug over, gave the crew a bath and then sent them ashore to have their socks dried. Moral—Don't monkey with the buzz saw.

It is about time that the naval reserve corps thought about fitting out the practice and cruising ship which was purchased a couple of years ago. She begins to look a good deal of an eyesore lying like a condemned hulk up the old river bed, and then she represents a good many dollars going to waste.

Capt. Jared A. Smith, Corps of Engineers, U. S. A., in charge of the rivers and harbors of this district, has sent out proposals for removing part of the west pier at the harbor entrance and constructing part of west pier, also for dredging and completing the work on the east breakwater. Bids are to be received up to June 23.

Receipts of iron ore and shipments of coal for the district of Cuyahoga during the month of April, were: Ore—Cleveland, 50,790 gross tons; Ashtabula, 55,877; Fairport, 1,313; Lorain, 10,735; Conneaut, 11,240; total, 129,955 gross tons. Coal—Cleveland, 165,345 net tons; Ashtabula, 52,731; Conneaut, 6,077; Lorain, 20,079; total, 244,232 net tons.

The most beautiful of the beauteous militia, are placed in so far as enrollment towards going to the front is concerned, a good deal like the man who goes out to look for work in the morning and prays to God he won't find it. They will and they won't, that is, they are ready but won't enlist, yet to hesitate is perhaps to be lost, socially, a clean ease of hold me back, let me at him.

At the semi-monthly meeting of the Civil Engineers' Club, of Cleveland, held on Tuesday evening last, the paper of the evening was read by Mr. Joseph R. Oldham, N. A., on the International Congress and notes on the mechanical theory of naval architecture, treating of the longitudinal strength of ships, docking, curves of stability, water ballast, ship resistance, and a modern battleship.

There is a brisk traffic on the lakes. The list of entries and clearances looms up each and every day and yet things seem quieter in vessel circles than in dull times. Everyone seems to be working and watching closely at which end of the horn they are going to come out. In the meantime they have little to say. To an ordinary observer it looks as if all hands were glum at the prevailing meagre freight rates and they can't squirm out of it.

Orders were received Monday by Capt. Hall, in charge of the construction of the Algonquin, from Secretary Gage, to enlist a crew for the cutter and send her east as soon as possible. Lieut. J. H. Quinan has been designated by Capt. Hall as enlisting officer. Thirty-five men will be secured at

once by the lieutenant. Only first-class men are wanted and no one under 14 or over 40 years of age will be enlisted.

Capt. Thos. Wilford, than whom few shipmasters out of Cleveland are better known, seems not to care a rap for Father Time. He comes out each spring re-juvenated and looking fresher than he did on the preceding season. A sure competency and a knowledge that a fellow will never fetch up on the lee shore of poverty is a great age defier, and rumor says that Capt. Wilford is well fixed, just as he really deserves to be, for there are none squarer.

Officers have been appointed to the boats of the new line, recently organized by Capt. Collier and others. On the steamer Empire State, H. J. Hagen has been appointed captain; Fred Curtis, purser, and E. Hickox, engineer. Charles Wilson has been appointed captain of the Badger State, with George Le Roy, purser, and E. Hickox, Jr., engineer. This line will commence running on June 10, when the Badger State will leave Toledo for Lake Ontario.

The large cargo steamer Alexander McDougall, now being built by the American Steel Barge Co., at their West Superior shipyard, will be registered from Duluth. The boat will be ready to launch about the fifteenth of next month and will be the finest vessel, aside from the Christopher Columbus, yet built at the Steel Barge Works. She is of very peculiar build, having the model of a whaleback, while the stem is on the lines of a regular lake-built craft. The boat is being built for the Minnesota Steamship Company, Messrs. Pickands, Mather & Co. of this port.

The Ship Owners' dry dock is one of the busiest places along the river front this week, the Badger State is docked for a thorough overhauling, re-class, etc.; the John Scott Russell for repairs to collision damage; the fire tug John Farley for cleaning bottom, painting, etc.; steamer Neshota calking top-sides, butts and searching up; Colonial repairs after fire damage and steel chords, are being placed each side on the wooden steamer Siberia.

Officers of the Naval Reserves battalion have received trustworthy "tips" that the organization will shortly be called into the United States volunteer service, either as naval militia, cavalry, artillery, or infantry. This tip business is rather a low down manner of putting it, and what has a naval reserve corps to do with cavalry, artillery or infantry any way? These Naval Reserve boys are getting quite on a par with the Cleveland Greys who are trying to drift into a corps of sappers and miners, the pick and shovel gang or adjunct of a regiment, and then, although entirely unfitted by education or training, call themselves engineers.

There is and has been a lot of wire pulling done by candidates aspiring to the office of the collector of customs, for this district. Capt. C. E. Benham, vessel owner and broker, has been widely indorsed for the position, but, according to the exigencies of local politics, it is not likely that any appointment will be made for some months yet, in the meantime the factions can keep working and guessing. Capt. Benham has been under the observation of Senator Hanna for years, with offices in the same building, etc., and the general impression is that when the proper time comes he will get there all right, though evidently Senator Hanna is not to be hurried in the matter, and the latest reports don't give Capt. Benham any encouragement.

There is no money in carrying iron ore or coal for even good sized tonnage at the present rates of freight. Agreements may be made, but, unfortunately there are always vessel owners to be found who will break away from the understanding and secure charters ahead of their competitors, trusting that with good dispatch and by running clear of all casualties, they will be in a position at the end of the season to declare a fair dividend on the capital invested in their floating property. Competition is brisk, interests are diversified, contracts are made on iron ore from mine to furnace, including rail, lake and rail again, but even so, there is no reason why each haul should not be made to pay its own portion of expense, and the mine owner can carry no cheaper than the vessel owner.

The Detroit and Cleveland Navigation Co. and the Cleveland and Buffalo Transit Co. will re-open the Put-in-Bay and Toledo division with double daily service June 15th, between Cleveland, Put-in-Bay and Toledo; leaving Cleveland at 8:30 a. m. for Put-in-Bay and Toledo, and 10:00 p. m. for Toledo, daily, Sunday included. The steamers City of the Straits and State of New York have been elegantly refitted with new carpets, furniture and draperies. A delightful way for a day's outing is a trip to Put-in-Bay, or a week-end excursion to Toledo, leaving Cleveland Saturday night, spend Sunday in Toledo, and return in time for business Monday morning. A special feature this year will be a string band on each steamer. B. F. Masson is the city passenger agent.

The small steamers Duluth and Superior, of the Euclid Beach Park line, will make a start for the season on Saturday. The steamers have been put in first-class condition. Capt. M. H. Murch, who is one of the oldest and most careful navigators on the lakes, will sail the Duluth. Capt. Murch, superintended the building of these two handy little ferry boats and for a number of years commanded one of the Northern Steamship Co.'s cargo steamers. He is indeed an acquisition to the line and a man in whose hands his owners interests are safeguarded. Besides, he will gain and maintain the confidence of those who will travel by the line. Capt. William Ferguson will sail the steamer Superior. The fare on the steamboats of the company this season has been reduced to five cents and the patrons of Euclid Beach Park can now enjoy a fifty minute lake ride passing the entire eastern lake front of the city for the nominal sum of five cents. The Great Western Band of forty-five musicians will

be in attendance at the park every day and give a band concert consisting of the latest and most popular music. Two lines of street cars run direct to the park gates and any person wishing to enjoy a pleasant day's outing cannot find a more charming spot than the popular Euclid Beach Park, Cleveland.

FLOTSAM, JETSAM AND LAGAN.

It has been stated by an authority that the sum of one-hundred million dollars is earned annually by Great Britain in her ninety-six shipyards.

Wages of ore dock men at Ashland have been raised from \$1.35 to \$1.50 for day work and from \$1.45 to \$1.60 for night work, with twenty cents an hour for overtime.

The schooner J. C. Fitzpatrick struck a railroad bridge at Thorold, Welland canal, on Saturday. The vessel was libeled for \$400, but was not detained as the matter was settled.

Dewey dock is the newest port on the Great Lakes. The port is not yet chartered, but a hustling business will undoubtedly be carried on there. The schooner A. T. Bliss cleared from Chicago for Dewey dock for a load of lumber this week. Dewey dock is located on St. Mary's river.

Capt. McKenzie, keeper of the life-saving station at Duluth is now somewhat better, and hopes to be soon on the high road to recovery. Capt. McKenzie has undergone an operation and has suffered terribly, but is now at his home and being well cared for. Friends will hope to hear of his entire recovery.

In all the lake shipyards work on new vessels has been delayed during the past few weeks on account of the steel mills being crowded with rush orders from the government for material that is going into new naval vessels, and also into a large number of auxiliary vessels that have been bought of late and are being fitted for war purposes.

The steamer Senator took a cargo of Leiter wheat out of Chicago river on Saturday last that for value exceeded any previous grain cargo on the lakes. The insurance certificate was for \$316,483, or for 182,000 bushels. The price of the grain was \$1.75. The Senator's load exceeded that of the steel tow barge Australia some weeks ago, when all former records were broken.

Lieut. Jerome E. Morse, U. S. N., in charge of the naval recruiting rendezvous on board the United States steamer Michigan at Erie, Pa., reports good progress. Several men have been enlisted during the past week, and many more are awaiting examination. There is still an urgent demand for good mechanics in the navy, machinists, electricians, firemen and seamen.

"If that Spanish fleet, cooped up in Santiago," said a Chicago underwriter, as he examined a bunch of reports on strandings this week, "had a lake captain for its admiral, he would have got the boats out overland; at least he would have tried it. There have been some wonderful feats in overland navigation this spring on the lakes, and our commanders are becoming experts."

From Parry Sound last week came the first importation of lumber to Toledo under the Dingley tariff. It was carried by the steam barge Saginaw, and consisted of 248,900 feet of lumber, 170,000 lath, and 1,055,000 shingles. The duty on lumber is \$2; lath, 25 cents; shingles, 30 cents per thousand. The duty on all amounted to \$3,857.80. The shipment value of the cargo was \$4,208.58.

The new steamboat line to Waukegan and Kenosha commenced its service this week with the steamer Faxton, which has been fitted up with accommodations for four hundred excursionists. The steamer will leave Chicago at 9:30 in the morning and return in the evening, making stops at Waukegan both ways. The project will be watched with great interest among steamboat men, but the company is confident of working up a paying business.

Vessels are now taking coal from this point to Duluth at 20 cents a ton. A few years ago if any one had said that coal would be carried from Toledo to Duluth at 20 cents, he would have been looked upon as a visionary. It is cheaper than men will take coal from an alley and put it in a shed. Not long ago a man on Water street had a ton of coal laid down in front of his place, and, for carrying it up one flight of steps he had to pay 25 cents, or 5 cents more than it costs to take a ton of coal to Duluth.—Toledo Daily Blade.

The Chicago built steel steamer W. R. Linn, owned by C. W. Elphicke and others, delivered at Owen Sound from South Chicago, a few days ago, a cargo of 232,000 bushels of corn, thus taking the record from Capt. Thomas Wilson's steamer Andrew Carnegie. The Linn now holds the record in both grain and iron ore. Her cargo of corn foots up 6,496 net tons, and is the largest cargo of any kind thus far moved on the lakes. The ore cargo which she carried from Escanaba to South Chicago recently—6,314 net tons—was not equal to her capacity, as there was not ore enough in the dock pockets to give her a full load on the deep draught that is to be had both at Escanaba and South Chicago. It is after all a good deal like chasing a will-o'-the-wisp to record each few bushels or tons that one vessel carries over another each trip. The season record ought to be enough and satisfactory.

The new ocean going tug W. H. Brown, built at Bay City, Mich., for Capt. Harry Brown, of Pittsburg, for use at New Orleans, has been purchased by the Government. The vessel had not reached her destination when taken by Uncle Sam for an auxiliary cruiser. The Brown was frozen in somewhere on the St. Lawrence river during the entire winter, and was on her way to New Orleans when taken.

She is an exact duplicate of the Robert W. Wilmot, which was purchased by the Government several weeks ago, except she is ten feet longer. She cost \$75,000, but inasmuch as the Government was in need of the vessel, and the owners felt quite patriotic in the matter, they sold her for \$125,000. She will probably be fitted out at once as an auxiliary cruiser. She is somewhere on the Atlantic coast north of Boston.—Cincinnati Correspondence, New York Marine Journal.

It looks as if the Naval Reserves at some of the lake ports were composed of a lot of namby pamby counter-hoppers, who liked better to play at naval tactics than face the stern reality. The Ohio boys say that if they can't ship just as they want to and keep in their own crowd by all going together, they won't enlist or ship at all. So there!—THE MARINE RECORD. The Ohio Naval Reserves who refuse to enlist individually, but express willingness to go as a body, will not do for emergency men until the nation is in a far greater emergency than seems likely to arise during the Spanish war. A pass has been reached at which the Ohio man needs to be trimmed of his conceit to make a good citizen. Ohioans must be taught that the state rights idea was whipped out of existence during the civil war.—Milwaukee Evening Wisconsin.

OBITUARY.

THOMAS F. DOWD.

Thomas F. Dowd, aged 44 years and 6 months, died at his home, 1073 North Francisco avenue, Chicago, at 9:30 a. m. Thursday, May 19, of pneumonia, after only 6 days' illness. The deceased was the national secretary of the N. M. E. B. A., which office he had held since 1893, when he was elected at the Chicago convention. He was president of No. 4, of Chicago M. E. B. A., for three years, and represented No. 4 in the national convention ten years. At the time of his decease he was superintendent of the Ewart building where he had been engaged for several years, prior to which he had been an engineer on the lakes since 1873, a portion of which time he was with the V. O. T. Co., of Chicago, where he was highly regarded. He had a host of friends who had a high estimation of his character. There was no man connected with the practical lake marine interests who was better known. Zealous and untiring in his efforts for the organization he represented for so many years, pronounced in his convictions regarding the adoption of methods that would best serve the purposes of the marine engineer and their employers alike, he created ideals that it should be the duty of every member of the organization as well as every marine engineer to honestly and conscientiously endeavor to perpetuate. He will be missed, not only by the members of the organization, but by his business associates, who recognized his ability and enjoyed his friendship. His home surroundings showed the affectionate consideration that this busy man had for those who first demanded and deserved his attention, and while he was busily engaged at all times, whether in pursuit of his ordinary business, upon an errand of mercy or an endeavor to accomplish some benefit for the unfortunate, he never for a moment forgot his duty to his own. He was a good citizen, a loving husband, kind and affectionate father and an honest man, and as I gazed upon his features as he lay in his last narrow resting place it gave one the impression that his end was peace as we trust that it was. He leaves a widow and two daughters, aged 17 and 12 years, to mourn his loss. His remains were interred at Rose Hill cemetery on Sunday afternoon, May 22, the length of the cortege, nearly 100 carriages, showing as conclusively, perhaps, as anything else, the general esteem and regard in which he was held. He was buried beneath a mountain of flowers, from a little rose, the humble, grateful offering of a loving heart, to the magnificent designs of friends and comrades. The active pallbearers were National President Uhler, Past National President Galwey, Joseph Mohr, John Murphy, Wm. Anderson and J. H. Walthier. The honorary pallbearers were George Furness, Geo. Fogg, D. W. Wise, D. E. Rice, James Donnelly, John Reif, George Grubb and M. Cowley. The deceased was a member of La Fayette Lodge A. O. U. M.

BIDS FOR ARMOR PLATE.

Bids were opened at Washington on Tuesday for supplying the armor for the three battleships, Illinois, Alabama and Wisconsin, now in course of construction at the Union Iron Works, Newport News and Cramp's. This is the second time that the government has endeavored to secure bids for supplying the armor for these ships. The first effort, made about a year ago, was unsuccessful because Congress had made the minimum cost per ton for the armor at a figure below the cost of construction. The present naval appropriation bill increased the price allowed per ton.

For the Illinois, the two armor companies, Bethlehem and Carnegie, divided their bids, one taking the lighter armor and the other the heavy. For the Alabama, the Bethlehem company bid \$1,022,504, while the Carnegie company did not bid. For the Wisconsin, the Carnegie company bid \$1,023,504. The rate in each case was \$400 per ton flat for bolts and armor, the maximum amount allowed by Congress. The Bethlehem company undertakes to begin deliveries of the armor seven months after contract and to supply 300 tons monthly. The Carnegie company will begin December 1 next and supply the same amount monthly.

THE MARINE RECORD.

MARITIME LAW.

GINN ET AL. VS. OGDENSBURG TRANSIT CO.

(Circuit Court of Appeals Seventh Circuit, March 16, 1898.)

SHIPPING—LIMITATION IN BILL OF LADING.—A stipulation in a bill of lading against liability for loss or damage, unless "the action in which said claim shall be sought to be enforced shall be brought within three months after said loss or damage occurs," is forbidden by no rule or law, nor by any consideration of public policy, and, like any other term of the agreement, will be presumed to have had the full assent of both parties, and will be regarded as reasonable, unless the contrary be made apparent.

Appeal from the District Court of the United States of the Northern Division of the Northern District of Illinois.

Before Woods, Jenkins and Showalter, Circuit Judges.

Woods, Circuit Judge. This appeal is from a decree of the District Court dismissing a libel, whereby it was sought to recover damages for injury to a consignment of school books while in course of transportation by the propeller John R. Langdon from the port of Ogdensburg to Chicago. The bill of lading, a copy of which was annexed to the libel, besides other conditions designed to limit the carrier's common-law liability, contained a stipulation against liability "in any case or event, unless written claim for the loss or damage shall be made to the person or party sought to be made liable within thirty days, and the action in which said claim shall be sought to be enforced shall be brought within three months after said loss or damage occurs." This libel was not brought until after the lapse of little less than a year from the date of the injury, and for that reason was dismissed. An amendment to the libel, added after the filing of the answer, alleges "that the conditions in the bill of lading," referred to in the answer, were in no manner assented to by the libelants, at the time of the receipt of the bill of lading; that they had no knowledge of the contents thereof, either at the time of the shipment of their property, or at the time of loss, or at any time prior to the filing of the answer; and that they never agreed to be bound by same. Otherwise than this, knowledge of and assent to the particular stipulation in question are not denied.

The contention of the appellants—based upon the opinion of the Supreme Court in *New Jersey Steam Nav. Co. vs. Merchants' Bank*, 6 How. 344; *York Mfg. Co. vs. Illinois Cent. R. Co.* 3 Wall. 107; *Walker vs. Transportation Co.* Id. 150; *Liverpool & G. W. Steam Co. vs. Phoenix Ins. Co.*, 129 U. S. 397, 9 Sup. Ct. 469; *The Majestic*, 166 U. S. 375, 17 Sup. Ct. 597; and other cases—is that such conditions of restriction upon the carrier's liability are not binding upon the shipper unless his consent thereto is shown, and that his consent will not be presumed, nor be inferred from the mere fact that the conditions are expressed upon the face or in the body of a bill of lading delivered to him when he surrenders his goods to the carrier. That doctrine, where recognized, rests on considerations of public policy, and is an exception to the general rule that one who has become a party to a written agreement will be presumed to have had knowledge of its contents, and, in the absence of fraud in procuring his signature or assent, will not be heard to assert to the contrary. To what extent the decisions of the Supreme Court go in respect to conditions intended to restrict the liability which, in the absence of special agreement, the law imposes on a carrier, it is not necessary now to inquire. The stipulation that suit must be brought within a time named is not of that character. It in no manner affects the nature or extent of liability, but simply prescribes a time within which suit to enforce it, whatever its character or scope, must be brought. This accords with the familiar doctrine that a statute which fixes a shorter time for the bringing of suit upon existing contracts than had been prescribed by a statute of limitations does not impair the obligation of contracts, within the meaning of the national constitution, provided the time allowed for bringing suits thereon be not unreasonably short. That it is within the power of contracting parties to fix by agreement a shorter time for the bringing of suit on the contract than that provided by the statute of limitations is not open to dispute. *Riddlesbarger vs. Insurance Co.*, 7 Wall. 386; *Express Co. vs. Caldwell*, 21 Wall. 264; *Hart vs. Railroad Co.*, 112 U. S. 331, 5 Sup. Ct. 151; *Phoenix Ins. Co. vs. Erie & W. Transp. Co.*, 117 U. S. 312, 6 Sup. Ct. 750, 1176; *Primrose vs. Telegraph Co.*, 154 U. S. 1, 14 Sup. Ct. 1098. Such a stipulation is forbidden by no rule of law, nor by any consideration of public policy, and will be presumed, equally with any other term of the agreement, to have had the full assent of the parties; and having been assented to by the parties, the limitation will be regarded as reasonable, unless the contrary be made apparent. It is the more important when found in a contract which contains restrictions upon liability, the valid-

ity of which depends on evidence alone of the knowledge and assent of the party to be affected, because it brings the question to an early determination. In *Railroad Co. vs. Soper*, 21 U. S. App. 24, 8 C. C. A. 341, and 59 Fed. 879, this particular stipulation was under consideration by the Circuit Court of Appeals for the first circuit, and though the requirement that a written claim should be presented within a month was declared to be unreasonable and invalid, the limitation of time for bringing suit to three months was upheld. Taking the same judicial cognizance as was taken by that court of facts within common knowledge, we cannot reach a different conclusion.

There is nothing in the contention that the goods of the appellants had been placed in the hands of the carrier, and a receipt given therefor, before the bill of lading was executed, and that there was, therefore, no consideration for the special conditions in the bill of lading. It is evident that the receipt was taken as a preliminary step to be used as the means of obtaining the bill of lading. What the terms of the receipt were is not shown. It may or may not have contained enough to constitute a contract of carriage, but it does not appear that even the destination of the consignment was stated or had been agreed upon. The libel shows a contemporaneous delivery of the goods and the bill of lading, and the evidence does not show any other contract of carriage, express or implied. The decree of the District Court is affirmed.

SHIPS' CLINOMETER.

A new patent ships' clinometer registers the exact roll of a vessel at sea, or when listing to port or starboard. It is made entirely of metal. The acting part consists of a circular tube containing mercury, with a contraction in the lower part to avoid undue oscillation, and is fitted with electric connections so as to record the roll of the ship in the captain's cabin or other place. If the captain wishes to be warned when the rolling reaches any particular degree, say, for example, 45°, he fixes the indicator at that number on the index of the clinometer, and should the vessel roll sufficiently to cause the mercury to reach this point, contact is instantly made and the warning bell is rung. The instrument also has an index to record the greatest roll.

A NEW TYPE OF BOILER.

The tug W. H. Wolf, of the Independent Tug Line, Chicago, is being fitted with a new type of boiler, which it is claimed possesses the advantages of both the water tube and cylindrical types of boilers, without having their disadvantages. Quick and easy steaming are claimed, with an immunity from explosion or burning, and it is said the new boiler will show great efficiency for its size. The furnaces are two in number, and are located on either side of the bottom of the boiler proper. These furnaces are inside the shell and are surrounded by water all the time. The location on the sides gives room for 144 three-inch flues in the boiler. Steam pressure to 150 pounds will be allowed, and the power of the tug will be greatly increased. The Wolf is the first boat to be equipped with these boilers, which are manufactured by Cling Bros. The result of the experiment will be closely watched by tug men and others interested in small and medium-sized tonnage.

WATER-BORNE TRAFFIC.

Politicians understand little of the value of waterways. The government officials who have been tabulating the statistics of commerce on the Great Lakes discover that one cent will haul a ton of goods twelve miles. Ore is brought from Duluth to Buffalo for 55 cents a ton; coal is carried 1,000 miles for 20 cents a ton. If the ore of Lake Superior could be brought to Cincinnati by water, using the Miami canal, this city, with splendid facilities for obtaining cheap coal, could take its place as one of the foremost iron manufacturing cities in the country. If the present canal was properly improved and maintained it would make an enormous difference in the commercial future of Cincinnati.—*Cincinnati Times-Star*.

You forget one detail, and an important one. Suppose the Miami canal was properly improved, boats would be needed, and many of them, to carry ore from Toledo to Cincinnati. Men would come forward to build and run them, if it could be shown that the traffic would be profitable. The ore traffic would give them a load one way; but how about the return trip? Unless there is traffic both ways boats would not pay expenses; and we do not see what Cincinnati could offer for lake trade that would insure return cargoes.—*Toledo Blade*.

NOTES.

BESIDES the article on the causes of the failure of the Spanish Armada, by Capt. Mahan, the June Century will contain "Ten Months with the Cuban Insurgents," "The Experiences of a Major in the Army under Garcia" and an article on "The Confederate Torpedo Service" by the electrician of the torpedo division in the confederate navy, who laid the mine which blew up the first gunboat ever destroyed by this means. All of these articles are of special interest just now.

THE new North German Lloyd liner Kaiser Friedrich, which was launched last October, has sailed from Bremen on her maiden voyage to New York. She was built by Schichau, at the torpedo works at Elbing, and is the second ship afloat as regards size, being 12,800 tons, with a horse-power of 25,000. Her length, breadth and depth are 600 ft., 64 ft., and 41 ft. respectively. She is built to carry a total of 1,400 passengers, and to attain a speed of 22½ knots.

BIDS are asked for by the Lake Superior Power Co., Mr. H. Von Schon, Chief Engineer, Sault Ste. Marie, Mich., for the construction of a diversion canal carrying water from the St. Mary's river above the rapids through the city of Sault Ste. Marie, Mich., into the same river below the rapids. This canal is to be about 2½ miles long, 200 feet wide, and 22 feet deep, traversing for about 4,000 feet Potsdam sandstone, and for the remaining distance sand, clay and gravel. The entire project is covered in twelve sets of specifications, any of which may be tendered for.

WALTER WELLMAN has organized an expedition to sail from Tromsoe, Norway, on June 28, on the steamer Fridtjof, for an eighteen months' exploration of the Arctic regions. With Cape Flora as a base he will visit Franz Josef Land in search of Andree, who is thought by some to be in that region still alive. Necessary equipment for a scientific journey will be carried. Prof. James H. Gore, of the Columbian University, A. Harlan, of the U. S. Coast Survey, Dr. Edward Hofman, of Grand Haven, Mich., and Lieut. E. B. Baldwin, of the U. S. Weather Bureau, and meteorologist of the last Peary expedition, are among the party.

MR. W. H. WHEELER draws attention in *Nature* to the effect of gales on tideless lakes and seas, which he says is at times so marked as to cause considerable inconvenience and anxiety to mariners. Thus in the Caspian Sea a gale will raise the water on one side six feet and depress it on the other as much, making a total difference of level of twelve feet. In the Baltic easterly gales will alter the level upward of eight feet. In Lake Erie depressions and elevations of from two to four feet are common, while occasionally heavy gales have produced a difference of level of upward of fifteen feet.

"WONDERLAND" is the title of a very attractive book published by the passenger department of the Northern Pacific Railway. Each year's publication of this annual is different from its predecessor in cover, text and illustrations. The cover of Wonderland '98, an artistic gem, is designed by Mr. J. C. Leyendecker, the noted young artist and poster designer, of Chicago. While the publication is of special value to travelers and tourists, it is also valuable in the family for its general information, and in public schools as a geographical and historical compendium. Chas. S. Fee, general passenger agent of the line, will send this profusely illustrated and elegant tourist book to any address upon receipt of six cents in stamps to defray postage.

IF William T. Sampson and Winfield Scott Schley are not competent to command, let them be relieved without further delay, and other officers assigned to command their fleets. If they are competent they should be given full liberty of action without interference from War Boards or paper strategists. If the gentlemen who assume direction from Washington are more competent put them in command of the fleets and place the responsibility on them. Adml. Dewey has shown what can be accomplished by bold and independent action. Does anyone believe that he could have accomplished what he has if he had been at the end of a wire running into the Navy Department?—*Army and Navy Journal*.

THE Chicago Times-Herald reminds its readers that during the American revolutionary war a Spanish expedition from the lower Mississippi was sent to the shores of Lake Michigan, where it captured and held for a few days a post belonging to the British. It is not generally known that the Spaniards at an earlier period tried to go even beyond this point. Shortly after the conquest of Canada in 1759 and '60 Spanish officers entered into an intrigue with the British commandant at Mackinac for the surrender of the post then held by the British on the island which guards the passage from Lake Michigan into Lake Huron. The intrigue was very nearly being successful too.

THE MARINE RECORD.

STETTIN "VULCAN" SHIP BUILDING AND ENGINEERING COMPANY.

It is all wrong to imagine that Germany is not a great ship building nation or fast becoming so, as the following record of one yard, though admittedly the largest, will easily show:

Reporting upon the result of last year's working, the directors of the Vulcan Ship Building & Engineering Co., say that it was satisfactory on the whole, although the profits were small in the shipbuilding branch, owing to the sharp competition both at home and abroad. The locomotive-building branch was, however, brisk and profitable so that, after writing off an ample sum for depreciation and adding to the reserves, a dividend of ten per cent. on all the categories of shares can be paid. The company also finds itself in the position of being able to pay out of its own resources the sum of 2,200,000 marks, which has been voted for the construction of a large steel pontoon-dock, and the company's capital will, therefore, not have to be increased for this purpose. One of the most satisfactory achievements of the company in the past year was the building of the large twin-screw steamer Kaiser Wilhelm der Grosse, which was launched on the 4th of May, and started on her first voyage to New York on the 19th September. The directors regard this vessel as "a triumph of the German shipbuilding industry, and it has been recognized as such by our English rivals more than anybody else, and Germany has good cause to be proud of it." After writing off the large sum of 1,179,604 marks 43 pfennige for depreciation, a surplus of 1,443,910 marks 32 pfennige was left, a good proportion of which is added to the reserve, pension, and other funds, and a ten per cent dividend declared. Among other vessels finished in the course of the year, in addition to the North German Lloyd boat Kaiser Wilhelm der Grosse, was the twin-screw cargo and passenger steamer Konigin Louise, built to the order of the same company, besides which some important alterations were made in the Brazilian ironclad Veinte-y-quarto de Maio. In the engineering branch, not only were the engines and boilers of the above mentioned vessels constructed, but new engines and boilers were put into the North German Lloyd steamer Saale, and one stationary steam engine and seven steamship boilers were also turned out. In the locomotive department 86 engines were built and delivered. The work in hand at the close of the year comprised two cruisers for the German Navy, three cruisers for the Chinese Government, one ditto for the Japanese Government, a twin-screw cargo and passenger boat for the Hamburg-America line, 77 locomotives of different sizes, five sets of boilers, and three stationary engines. The value of the orders executed and delivered last year was 19,844,525 marks. The greatest number of men employed at one time last year was 5,704, and the smallest number was 4,366, and the amount paid for wages was 5,187,908 marks.

THE GLAD HAND.

In these days of the almost universal use of slang phrases, which for the most part are very comprehensive, the caption of this item describes what the publisher of Beeson's Marine Directory is getting personally and by mail these first days that his directory is being placed in the hands of subscribers. That it has proven up to the expectations of every patron, and to new subscribers more than they expected, is evident. Through the fact that the MARINE RECORD has a Chicago correspondent always on the ground, we were last week enabled to give the first press notice of this work. A more careful review of it only enables us to assure our readers that as a useful book of reference for the location of vessel owners, their addresses or any particulars relative to steam or sail tonnage, its superior has never come under our notice. Copies of this book may be ordered by addressing the MARINE RECORD, Cleveland.

THE NEW YORK NAVAL RESERVES.

The New York Times brings to public notice a striking parallel in regard to men of fortune who have volunteered their services to the country for the present war. Much had been said and written about the wealthy clubmen who have enlisted with Theodore Roosevelt's cowboy brigade of "Rough Riders," but, as the Times points out, the whole of the men in that brigade will not represent a tithe of the wealth and social status that has, without the slightest parade or ostentation, gone to the front in the Naval Reserves, which was the very first corps of volunteers to be called into active service. For instance, there are among the fifteen officers and three hundred men furnished to the

navy in the First Naval Battalion, of New York City, such men as W. Butler Duncan, Jr., lately commander of the battalion, who is now lieutenant on the Yankee. Mr. Duncan is worth about \$3,000,000. A member of the De Kay family, which has produced commodores and captains, is an able seaman on the same ship. Young "Dick" Meade, a son of Admiral Meade, is a boatswain's mate. So is Eugene Willard, a son of E. A. Willard, who managed the Vigilant for George Gould. "Gus" Willard, the other son, is an able seaman. W. I. Zerega, the noted yacht sailor, is a quarter-master. The ship's cook is Mr. Claude Beresford. And pray! why should Woodbury Kane get so much praise for going to ride with Roosevelt, when S. Nicholson Kane, ex-commodore of the New York Yacht Club and former chairman of the regatta committee, is serving as a lieutenant on the St. Paul? Mr. Kane is a graduate of the Naval Academy, and he volunteered without any fuss and feathers.

U. S. ENGINEER TO LEAVE MILWAUKEE.

Capt. Albert J. Zinn, Corps of Engineers, U. S. A., stationed at Milwaukee, has received a communication from Washington requesting him to prepare for duty at another point. Neither the time of leaving nor destination was stipulated in the notice, but Capt. Zinn is arranging the business of his office in shape to leave at any time. Capt. Zinn has been in charge of the district since 1895, and in that time has directed work on the harbors at Milwaukee, Manitowoc, Green Bay, Sheboygan, Racine and Waukegan, as well as government work on the rivers. His greatest work was the deepening of Manitowoc harbor and the dredging of its twenty-two foot channel.

Capt. Zinn was a West Pointer and graduated in 1883. Since that time he has been in charge of various fortifications and government improvement of harbors and rivers. During his detail in Milwaukee he made many friends.

SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset by reversing the east bearings given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting:

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Sunrise.	Bearing.	Bearing.
May 25.....	E. 28° N.	N. E. by E. ½ E.
May 31.....	E. 29° N.	N. E. by E. ¾ E.

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Sunrise.	Bearing.	Bearing.
May 25.....	E. 29° N.	N. E. by E. ¾ E.
May 31.....	E. 31° N.	N. E. by E. ¼ E.

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Sunrise.	Bearing.	Bearing.
May 25.....	E. 30° N.	N. E. by E. ¼ E.
May 31.....	E. 31° N.	N. E. by E. ¼ E.

LAKE SUPERIOR, LAT. 48° N.

Sunrise.	Bearing.	Bearing.
May 25.....	E. 32° N.	N. E. by E. ½ E.
May 31.....	E. 33° N.	N. E. by E. ½ E.

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied, will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

MILE-TON REPORT.

Again the cost of moving a ton of cargo one mile on the lake, as indicated by the St. Mary's Falls canal reports, prepared under the direction of Col. G. J. Lydecker, of the Army Engineer Corps, has been materially reduced. The office force of the United States canal at Sault Ste. Marie has finished the report known as the "Mile-Ton Report." This report enters into numerous details regarding the traffic of both canals, Canadian and United States, and will be submitted to Congress shortly, through the Secretary of War. It is found that the value of the freight moved through the canal in 1897 (18,982,755 net tons) was \$218,235,927.77, against a total value of \$159,575,129.43 for 16,239,061 net tons of freight in 1896; and the cost per ton per mile in 1897 was 83-100 of a mill, against 99-100 in 1896. The increase in value of freight in 1897 is \$58,660,798.34.

EASTERN FREIGHT REPORT.

Messrs. Funch, Edye & Co., New York, in their weekly freight report, state that the eastern freight market has undergone a further decline, and we are at the moment in a most abnormal position in respect to grain freights, viz.: that there is only one charterer in the market, the owner of the bulk of the actual stock of wheat, and who has managed to hold prices at a figure which renders all competition out of the question, whilst he supplies the European markets with his holdings. Under the circumstances it is practically impossible to secure offer of freight whilst vessels are being offered so freely, but boats can be placed to him on firm offer by owners at from 3s. 9d. @ 3s. 10½d. to Cork f. o.—3s. 4½d. and 3s. 6d. U. K. or Continental ports respectively, for the larger vessel—for loading not beyond June 15th. Only after the speculator referred to will have disposed of his holding can a resumption of normal business be looked for. Berth freights have suffered severely of late, offering of grain at the moment being practically nil, and charterers of large boats for later periods have consequently withdrawn from the market as well. The demand for prompt tonnage from the Gulf appears to have been fully met, and we are now expecting that owners will turn to timber thence and deals from the Provinces shortly, as long as rates for these cargoes are fairly well maintained on present basis.

There is no particular change in our market for sailing vessels. Tonnage continues scarce, but the demand is very much less acute, owing to the uncertainty of the political situation and the high rates demanded by foreign owners. Business during the week has consequently been light, but rates are firm.

SEASIDE PARKS FOR THE PEOPLE.

The situation of New York gives exceptional facilities for seaside recreation grounds. The city has already done much in this direction. The famous Battery is one of the oldest of municipal pleasure grounds, and the noble Riverside Park overlooks one of the world's lordliest landscapes. Then there is the large, undeveloped park of Pelham Bay on Long Island Sound; and several delightful small parks have lately been created along the East river. But the opportunities given by the magnificent extension of the metropolitan limits just made are priceless, and should not be neglected. There are many such natural pleasure-ground sites along the shores of the bay in Brooklyn and on Staten Island, and on the Long Island side of the East river and the Sound. The example of Boston at Revere Beach should be followed by the appropriation for public enjoyment of as much of the ocean-shore as may possibly be secured on the south side of Long Island. Brooklyn made a good start when, years ago, the fine pleasure-drive was built between Prospect Park and Coney Island, but unfortunately, a most essential feature of the scheme was neglected, and the beach was left in private hands.

Of other seaboard cities, San Francisco has done the wise thing in the establishment of its Golden Gate Park. In the south, Charleston has its beautiful Battery. On the Great Lakes, Chicago and Milwaukee have taken due advantage of their water-fronts, and Cleveland has done something in the same direction. On the Atlantic coast, cities like Portland, Salem, New Bedford, New London and New Haven have enviable opportunities for seaside pleasure-grounds, and they should not neglect to cultivate them, as Bridgeport has so admirably done with its beautiful Seaside Park.—From "Seaside Pleasure Resorts for Cities," by Sylvester Baxter, in the June Scribner's.

TO THE MEMBERS OF THE M. E. B. A.

The RECORD has received a copy of the following circular letter which explains itself:

CHICAGO, May 21, 1898.

To the order wherever found, greeting:

With a feeling of profound sorrow, I announce the death from pneumonia, after an illness of only six days, of Brother Thomas F. Dowd, National Secretary, at his home in this city, at 9:30 a. m., Thursday, the 19th inst. It is not my desire at this time to enter into any detailed eulogy of the official life and services of our deceased brother, but with a sincere appreciation of his untiring zeal and interest in the affairs of the organization with which he has been officially connected for so many years, I simply make this brief announcement.

The National President will be in Chicago for some days. Any important communications can be addressed to "Sherman House," Chicago, Illinois.

To fill out the unexpired term of the late Brother Dowd, I have this day appointed as National Secretary, Brother George A. Grubb, of M. E. B. A., No. 4, whose address will be No. 1537 George St., Station "B," Chicago, Ill., to whom all communications should be addressed.

GEORGE UHLER, National President.



ESTABLISHED 1878.

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CLEVELAND, O., MAY 26, 1898.

SINCE October, 1888, the Suez canal is free for the passage of all vessels of any nationality even during war times. From Gibraltar to Manila via the Suez canal is about one thousand miles more in distance, than from San Francisco to Manila, so that Spain could land troops in the Philippines nearly as quick as the United States troops could reach there by way of the Pacific. In view of this, there is little doubt but that transports ought to have been despatched to the aid of Admiral Dewey several days ago.

A writer in a weekly paper astonished a few readers by discovering that the engineer of the Atlantic liner Campania hung a three-quarter inch nut on a piece of string to find out whether the steamer was on an even keel. Of course no notice could be taken of an irresponsible vaporizing about such canal-boat practices and wind-jammer methods, but when the American shipbuilder, New York, re-prints such a story regarding the highest class tonnage afloat, we feel inclined to ask its pen-pushers if they have never heard of a clinometer, or why they should string iron bolts or nuts around the engine room of the Cunarder Campania.

WE have about come to the conclusion that the words Naval Militia is a good deal of a misnomer. Almost everyone has heard of Capt. Jinks of the horse marines, and marines on board of men-of-war as a police squad furnish a butt for the bluejackets, or someone to detest besides a cranky officer. It is quite certain, however, that not even an act of Congress can make sailor-soldiers, for a sailor can't be soldierly without being lubberly, and it may also be writ down as gospel truth that after drinking a pint of the best or any other sort of Stockholm tar, and chewing up a strand of ropeyarns, the supple-stiffness of the naval-military would be likely to become somewhat demoralized. Let's stick to the Naval Reserve Corps as a purely naval auxiliary, and no militia about it whatsoever.

HONOR THE FLAG.

In these days we can't have too much Americanism: We want lots of it, all of it and more too, and the flag must be honored, but, whether it is from an ill-conceived notion of doing honor to the flag, as a mark of obtrusive patriotism, or from sheer indolence or ignorance, it would be a hard matter to guess, but the fact remains that a very large quantity of bunting is left to hang out nights and continuously. A proper display of bunting, and especially in the form of an American ensign, is in every way commendable, but why flaunt it to the midnight breeze in the byways of manufacturing, and the highways of shopping and store districts. The American ensign, as any other national emblem, is best honored in being hoisted at sunrise and flown until sunset, or as near thereto as conveniently possible, the emblem is

thus duly and daily cared for, properly handled and acknowledged.

It is wearisome to see the glorious banner, as in many cases we notice, hanging half-mast, signifying death, or in a lubberly, slovenly fashion within a few feet of the truck, or at other times, either with the luff or the fly, but more frequently the latter, fluttering like an Irish pennant, or a petticoat in distress, tasselated with neglected fringes a foot long, and the whole as black as your hat, and even sometimes with the linen stars blown out of the union for the moonbeams to glint through, not to speak of it hanging foul around the halyards, half furled on the staff or pole and generally in a reckless destitute condition.

Those who do honor to themselves by honoring and hoisting an American ensign over their homes, stores or manufactoryes, should have common sense enough to fly it in the glory of its entirety, and in as clean, decent a condition as the bunting fabric will permit, and not as in the majority of cases, hoisted and left there to batterfang itself to pieces so as to become unrecognizable and the ribbons finally dragged down to be replaced by another flag to undergo the same neglectful treatment. There is no virtue, honor or patriotism in wasting bunting, but there is all of these, and a whole lot more nice things in treating the national emblem at least respectfully.

Let everyone that exhibits an American ensign, the Stars and Stripes, remember the flag that waves over, above or about them and accord it proper treatment.

LAKE FREIGHTS.

The lake freight situation is slightly improved in so far as more active chartering is concerned, but the rates remain about stationary, and even modern, high-classed tonnage has been churning the lakes trip by trip simply to meet disbursements, so that it would be well if the largest and most influential owners would get behind the owners of medium sized fleets and hold to a minimum rate, at least on ore, and perhaps coal. With the capacious water bottoms for ballasting and fine moderate summer weather there is no reason why coal should be carried to the West for nothing. Let it meet its proper share of the expense as any other cargo does. Now the rate is at its lowest notch and likely to stay there indefinitely, so far as the present outlook is concerned.

Iron ore rates are steady at 40 cents Escanaba to Ohio ports, Lake Superior, Marquette or Duluth, 50 cents, but there is now considerable detention at discharging ports owing to a lack of railroad cars and dock room well taken up, so that this very low rate, even for the largest carriers, leaves little or no margin for the carriers, and the same regarding detention may be said of grain cargoes, elevators being blocked through too rapid consignments at Buffalo, Kingston and Ogdensburg, although Kingston is freer than either of the other ports.

Grain rates out of Chicago are fairly steady at last week's quotations, viz: 1 1/4 cents on corn and 1 3/8 cents on wheat Lake Erie ports, some large cargoes from South Chicago paid only 1 1/8 cents on corn and shippers tried to beat the Georgian Bay rate down from 1 1/8 cents to 1 cent, but vessels held to the former rate. Leiter's tactics seem to be not to boost Atlantic rates so that he ships just what he wants to handle at eastern freight rates. Manitowoc as a side port has been rather active in shipping grain, rate 2 1/2 cents to Toledo, wheat to Buffalo 1 1/4 cents.

Coal, anthracite, and, or, bituminous to Lakes Michigan or Superior is solid at 20 cents with no sign of improvement as shipments are picked up too lively even at the low rate.

Lumber shipments are very slow and some of the carriers are being temporarily laid up pending more brisk chartering, which will no doubt set in when the traffic opens up through the Erie canal. The Lumber Carriers' Association are, so far as can be learned, holding strictly to their tariff schedule of freight rates.

THE CIVIL ENGINEERS' CLUB OF CLEVELAND.

On Tuesday Mr. Joseph R. Oldham, N. A., presented a paper on the subject of the Mechanical Theory of Naval Architecture. He gave an interesting account of the International Congress of Naval Architects held in London last July, and reviewed some of the papers presented and particularly that of Sir E. J. Reed on the Advance in the Mathematical Theory of Naval Architecture during the existence of the Institution. He discussed quite fully the theory of the stability of ships and described the latest application of water ballast to secure stability by raising the center of gravity. He showed that some vessels having considerable stability in the normal position nevertheless may capsize easily, while others which roll easily nevertheless have a

large moment of stability under increasing angles of inclination.

Mr. Oldham described in a very happy way the social features of the Congress and the exceeding hospitality shown to members, with daily excursions to the south of England and an excursion to Scotland.

Passing from the subject of the paper proper, he gave an addendum upon the state of our navy and its possible future developements. Most of our naval vessels have been designed for the protection of our own shores, having therefore rather small coaling capacity which permits of a very heavy armament. If we are to take part in the affairs of the world in all quarters of the globe we shall require like Great Britain larger ships with high freeboard and large coaling radius.

The speaker was interrupted by applause at several points and a very interesting discussion ensued.

WM. H. SEARLES, Secretary.

BURNING OF THE E. K. COLLINS.

SOUTH PELEE, ONT., MAY 23, 1898.

To the Editor of The Marine Record:

DEAR SIR—In a recent issue of a local paper I notice a reprint of a portion of a letter of Capt. Charles Gale, of Sombra, Ontario, relating the tale of the burning of the steamer E. K. Collins, at the mouth of the Detroit River, on the night of October 8, 1854. Until now I never knew that my old friend Capt. Gale was there. I quite recollect the time, I was a school boy there in the good old "burg" and ran down the river bank to the scene of the burning boat. The moon shone softly over the tragical scene, the flames and smoke rose high above Bois Blanc island, and the whole river's surface shone like a mirror. We could clearly see the frightened people leaping overboard, and rising on the water dark dots, which struggled for a few fearful moments and then sank forever. Never shall I forget the cries for help from man, the frenzied appeals for God's instant aid.

Among others who displayed great courage—diving down under the boats' guards and rescuing at least two women—was the late James Cousins, of Amherstburg. I doubt not that Capt. Gale also did his duty here, as in many another place where he was put. But it was rather to speak of Capt. Gale than of anything else, that I started to write. The life of Charles Gale has been an eventful one from birth until now in a ripe old age he enjoys a well earned rest.

He was, I believe, the first male white child born in Chicago. His father, Dr. Gale, of the U. S. army—a man of great ability and form in his own day, whose writings are even yet quoted in the text books of medicine—was slain in the massacre of Fort Dearborn, now Chicago. For years Charles Gale was an orphan, drifting finally to the good old town of Amherstburg about 1830. There he went sailing with my late father, John McCormick, after this with the late Capt. David McCormick. Without a single advantage of training, by determined ways and native talent, he rose step by step, educated himself, read widely and remembered accurately the best of our literature; all the time working like a giant until he commanded again and again the finest vessels on the whole chain of lakes.

He was the first lake captain who navigated his vessel to Europe. He was captured by the rebels at Norfolk, Va., in 1861, as he had been captured by the patriots (?) in 1838 on this Island. His whole life indeed, reads like a romance, and I cannot sketch even its points in this brief letter. I may say, however, that Capt. Gale possessed in no mean degree the gift of poesy. As a prose writer he might have rivaled many a man whose works adorn the shelves in cultivated homes.

Is it not possible to get the gallant old tar to write his life. It would prove an autobiography of rare value indeed, not alone to his friends, but as abounding in facts of early times, facts now unfortunately drifting into oblivion. May I as one of his friends through your columns urge this upon him. I am quite sure that a host will join me in this request.

Yours truly,

F. B. MCCORMICK.

Hon. Lyman J. Gage, Secretary of the Treasury, is making an effort to have all boats report and clear at any and all ports they enter. This would be a great benefit to Conneaut, for much business is done in shipments of coal that is not credited. The plan now used is for boats to clear from Buffalo for an upper lake port, and while en route, stop at this port and load coal. The cargo would thus be credited to the port from where the cargo was received, so if the new plan is started, it will benefit this port, as all boats that arrive would be compelled to report.—Conneaut Post-Herald.

LAUNCH OF THE STEEL STEAMER "PRESQUE ISLE."

A most successful launch took place at the Lorain yards of the Cleveland Ship Building Co., on Wednesday afternoon. Not only was the launch itself a masterpiece, but the vessel left the ways punctually at the time appointed duly and gracefully christened in the presence of a couple of thousand spectators by Miss Marian S. Gwinn, of Chicago, cousin of W. G. Mather, vice-president and manager of the Presque Isle Transportation Co.

The general dimensions of the steel steamer Presque Isle hailing from Ishpeming, Mich., are: length over all 430 feet, keel 406 feet, beam 50 feet, and depth molded 28 feet.

Her engines are quadruple expansion, diameter of cylinders 17, 28, 39 and 60 inches by 40 inches stroke for 250 lbs. steam. Boilers 2 water tube of the Babcock & Wilcox type tested. Water bottom 5 feet 6 inches in depth computed to carry 2,500 tons of water ballast when necessary.

The Presque Isle is fitted with the Elwell-Parker system of electric light installation, the Williamson Bros. steam steering gear, the American Ship Windlass Co.'s Windlass and capstans, Dean Bros. Indianapolis, system of pumps, including feed, bilge, deck, ballast, sanitary and others. The builders have placed three of their compact and power-deck engines on the main deck for handling wire mooring hauling lines.

A feature in the construction of the Presque Isle is that wherever possible steel has been substituted for wood, the hold ceilings are all steel, deck-houses, and even the usual wooden main rail is displaced and steel used.

The new steamer has no laid t'ween decks except at the ends. She has been given thirteen hatchways and all accommodations, including elegant staterooms sumptuously furnished and fitted for the owners and their friends are above deck. She carries two steel pole spars, and more in detail than mentioned in the foregoing she has been fitted and equipped with all modern facilities for the convenient handling of ship and cargo. She will carry about 5,750 gross tons on 17 feet draft. Her cost is placed at about \$220,000. The Presque Isle will carry Lake Angelina ore and will trade between Marquette and Ohio ports. Capt. James Lowe, of Cleveland, who brought out the steamer Pontiac, will sail her, and Mr. Thomas Kelley, who was chief engineer with Capt. Lowe for a number of years, will have charge of her machinery.

Mr. Robert Logan of Cleveland, superintended the construction of the Presque Isle for the owners.

A private car on the Cleveland-Lorain electric line was furnished by the builders to convey the owners of the Presque Isle, officers of the company and their friends to Lorain. Among those present were Mr. James Laughlin, of the firm of Jones & Laughlin, Ld., Pittsburgh, Pa., President of the Presque Isle Transportation Co. Mr. W. G. Mather, vice-president, Miss Mather, Miss Gwinn, Mr. W. C. Pollock, Mr. Younglove, Ishpeming; Mr. J. H. Sheadle, Mr. Morris and Mr. Mann, of the Cleveland-Cliffs Co. Mr. W. E. Fitzgerald, Milwaukee; Mr. William Becker, Mr. R. R. Rhodes, W. Perkins and son, Judge Williamson, Master L. H. Wallace and others, an elegant lunch was served on the car on the trip to Lorain and with the lovely weather the party had a thoroughly enjoyable visit, although one lady to the regret of all hands, missed her trip. Mr. James Wallace, manager of the Cleveland Ship Building Co. was courteously attentive to his guests and after the successful launch escorted the party over the large steel steamer Superior City recently launched, and now ready to sail from the yards of the builders.

Two to three thousand visitors from Lorain and vicinity attended to witness the launch. Among whom I noticed Mr. Bryce Miller, of Chicago, Mr. H. D. Coffinberry and Miss Coffinberry, Capt. Edward Mooney, Capt. James B. Lowe, Mr. Thos. Kelley, Mr. Robert Logan, the officers of the Cleveland Ship Building Co., Mr. Robert Wallace, president; Mr. James C. Wallace, vice-president and manager and Mr. W. M. Fitch, secretary. Mr. Thos. Bristow, superintendent of the ship yard, was congratulated upon accomplishing one of the most well timed, accurate and easy launches ever witnessed as in the words of an expert present the vessel was water borne almost before she cleared the ways.

DETENTION AT BUFFALO.

A Chicago special says that the constant and expensive delays at Buffalo elevators have been a big item in the bills of vessels all this spring, and, of late, vesselmen have been seeking ways of overcoming the loss to which they have been subjected in the discharging of cargoes.

It was bad enough before, but a new system has been adopted by some large shipping houses of contracting with one elevator for the handling of their grain, and cargo after cargo is sent to one house, with the certainty that the boats cannot be unloaded as they arrive and therefore they bunch and accumulate.

After full legal advice, some vesselmen are moving for a change in the bills of lading by which the grain is not to be consigned to an elevator, but to an individual or company. Then the consignee is legally liable for delays. His only plea is the "facilities of the harbor." Where grain is consigned to an elevator, all that has to be proved is that the cargo was taken in its usual course, and if it takes a week or two to reach it, there is no legal remedy for the delay.

This alternative is so simple that it will no doubt be put in force before long. All that is required is an instruction from vessel owners to their agents at Chicago to insist on the conditions of consignment. When the new system is in operation, it will be no longer possible to tie up a big fleet at one or two elevators at a receiving point while all the other elevators are idle.

CASUALTIES OF THE WEEK.

The steamer Vega with the broken down steamer Bulgaria and consort Amazon in tow stranded on Gulf Island, Apostle Group, during a fog; the Bulgaria also stranded, but her consort got an order down in time to prevent her going ashore, both steamers were released, the Vega after jettisoning several hundred tons of coal, the Bulgaria was light.

Whaleback No. 133 docked at the Lorain yards of the Cleveland Ship Building Co. had several frames and shell plates damaged well aft on the starboard side through collision near Stag Island; repairs will be finished about the end of the week.

The Maida and Australia, big steel schooners or tow barges collided in St. Mary's river Tuesday afternoon. The Maida was bound down, in tow of the steamer Marina, and the Australia was bound up, in tow of the Italia. The tugs met at the lower end of the cut in Little Rapids. The Maida struck the Australia on the bluff of the starboard bow. The steel plates were torn open for 30 feet back, and the steel tow line was parted by the force of the blow. The Australia drifted down the cut, grounding on the south side of the channel. The Maida's bow was badly damaged, and she was towed to Sault Ste. Marie for temporary repairs. The Australia after transferring to the steamer Italia about 400 tons of cargo proceeded to Duluth.

The engines of the steamer Rand broke down 16 miles off Manistee on Wednesday. A boat's crew pulled ashore and procured assistance.

The steamer Rhoda Stewart stranded on Pipe Island was floated on Wednesday and towed to Detour, where divers made temporary repairs to her bottom damage, enabling her to reach a port for dry docking, survey and final repairs.

The steamer Owen stranded on Middle Island, Lake Huron, and also her consort was released after lightering, and not leaking and she proceeded with her consort.

The steamer Cadillac bound down with iron ore fetched up last Sunday on Iroquois Island, and received bottom damage which was temporarily repaired by divers; the steamer Desmond also grounded in Mud Lake, but got off with assistance.

The whaleback steamer John B. Trevor grounded on the Middle ground at St. Clair, released without damage and proceeded on to Buffalo where she arrived all well.

The steamer Jenks broke down on Lake Erie. She was picked up and towed into Toledo.

The Western Transit Line steamer Boston went ashore in a fog on Monday, on the head of South Manitou Island, Lake Michigan, bound from Chicago to Buffalo with general cargo. The powerful wrecker Favorite was sent promptly to her assistance and released her.

The steamer Mariska grounded at Round Island, but was released and proceeded on without damage.

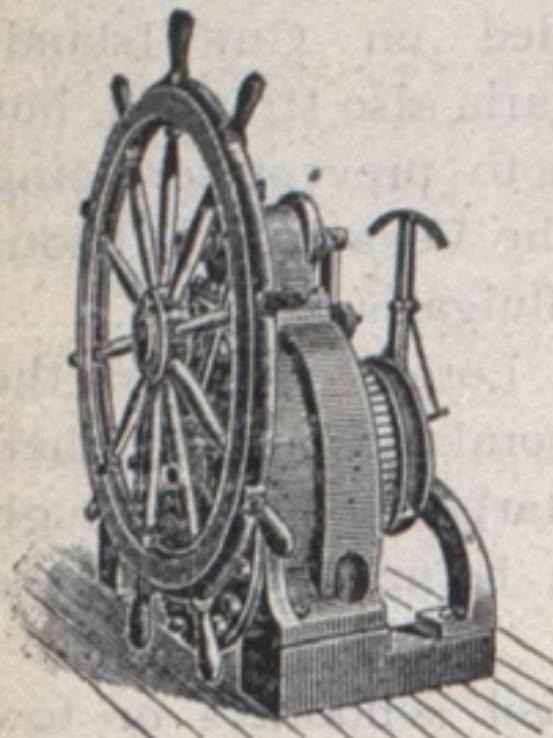
Several other minor casualties occurred through the week, but the foregoing are the principal damage cases.

STOCKS OF GRAIN AT CHICAGO.

The stocks of grain in Chicago elevators last Saturday evening were 2,260,000 bushels of wheat, 6,833,000 bushels of corn, 762,000 bushels of oats, 286,000 bushels of rye and 84,000 bushels of barley. Total, 10,225,000 bushels of all kinds of grain, against 14,807,000 bushels a year ago. For the same date the secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada as 23,085,000 bushels of wheat, 19,504,000 bushels of corn, 8,114,000 bushels of oats, 1,448,000 bushels of rye and 486,000 bushels of barley. These figures are larger than the corresponding ones of a week ago by 1,091,000 bushels of wheat and smaller by 2,956,000 bushels of corn, 590,000 bushels of oats, larger by 21,000 bushels of rye and smaller by 96,000 bushels of barley. The visible supply of wheat for the corresponding week of a year ago decreased 1,441,000 bushels.

OWING to the differences of time it was 2 o'clock Monday in Manila when it was 12 noon Sunday in Chicago, and when it was Sunday morning aboard Commodore Dewey's fleet it was the middle of next week for the Spanish ships.—Chicago News.

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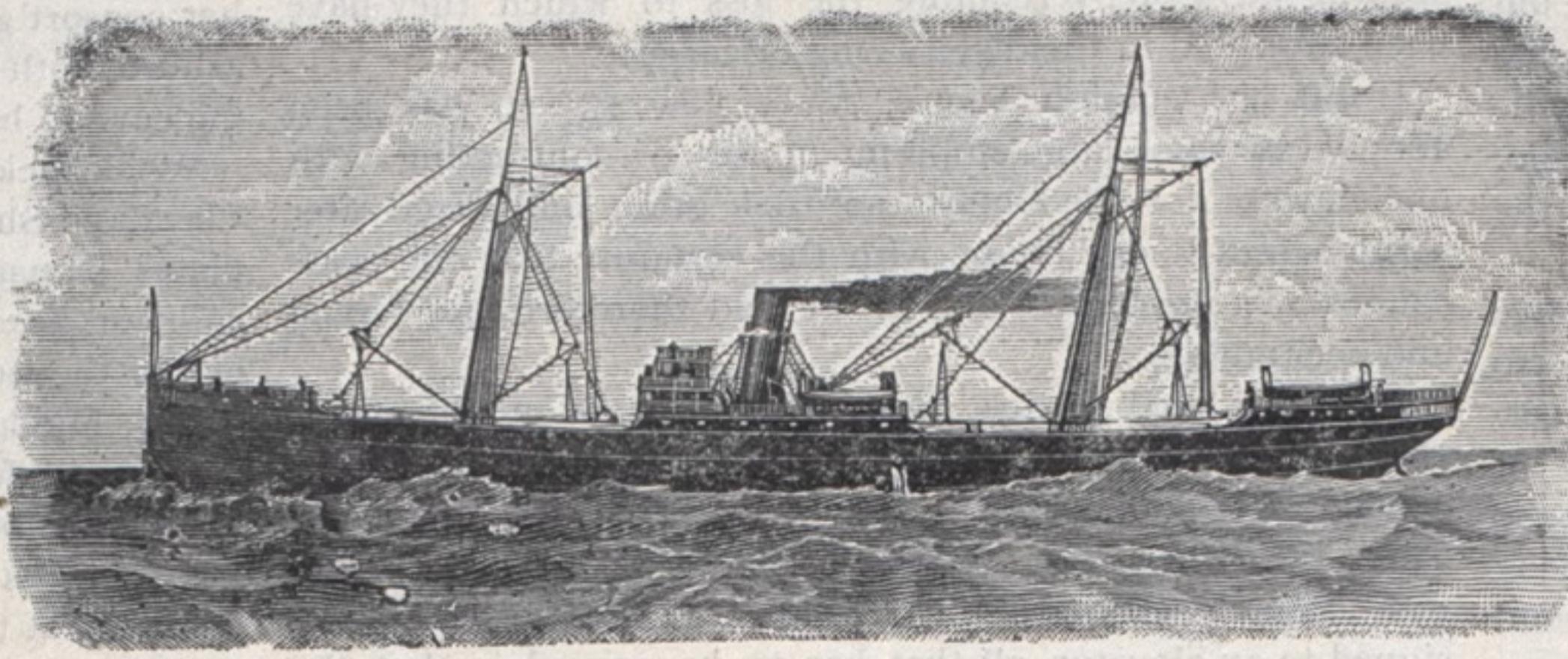
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IRON ORE TRAFFIC—MINING AND TRANSPORTATION.

In examining the commerce statistics of the Great Lakes a person's attention is first arrested by the immense amount of iron ore that is carried. During the navigation period of 1897, of the 18,982,755 net tons of freight sent through the St. Mary's Falls canal, 10,633,715 tons were iron ore; the total shipments of iron ore from all the lake ports aggregated more than 13,681,522 tons. During the past year two-thirds of the entire iron ore consumed by the blast furnaces of the whole country is carried for a portion of its journey over the waters of the Great Lakes. That this vast amount of ore mined in the Lake Superior region has affected the mining operations of the other ore-producing sections of the country is well known and a matter of general information.

As an introduction to this article it would perhaps be well to locate in a general way the regions in which these large quantities of iron ore are now being mined. Iron is very widely distributed throughout the United States. With possibly three exceptions every state and territory in the Union has mined iron ore, and profitably, but at present nearly the whole product is mined from three districts.

The eastern region covers a great extent of territory; and the mines of New York, New Jersey, Pennsylvania and Ohio have contributed nearly the whole output mined in this region.

The Lake Superior region, unlike the Eastern region, embraces but a small extent of territory. It falls within the northern portion of the states of Wisconsin, Michigan and Minnesota. There are five great ranges within this district, the Marquette, located in Michigan; the Gogebic and Menominee, located partly in Michigan and Wisconsin, and the Vermillion and Mesabi, which lie wholly within the state of Minnesota. The ores of this region are red and brown hematites and magnetites, but the bulk of the ore now being shipped is of the red hematite variety, only the richer ores now being shipped as most of the blast furnaces using Lake Superior ore are situated at long distances from the mining region.

The third great iron ore producing region is located in the south and embraces the central portions of Tennessee, the northern part of Alabama, and northwestern Georgia. This division ranks second to the Lake Superior region as a contributor to the iron ore product of the United States. Nearly all the iron ore now being mined in this region is of the red hematite variety and it is neither so rich in metallic iron nor so free from deleterious ingredients as are the Lake Superior ores.

That the importance of the Lake Superior region cannot be easily overestimated it is only necessary to give a table showing the immense increase in the output of this section during the past sixteen years. In the year 1880 about 7,000,000 tons of iron ore were used in the United States,

4,000,000 of which were mined in the eastern district already spoken of; about 2,000,000 were mined in the Lake Superior region; and the balance of the 7,000,000 was imported. In the year 1883 the amount of ore used was 10,000,000 tons, 3,000,000 of which were taken from the Lake Superior region; 4,000,000 from the eastern region; 1,000,000 from the southern region, and the balance was imported. In 1886 the Lake Superior ore producing district took the lead and produced 4,000,000 tons of the 13,000,000 used; the eastern region produced less than in previous years and from that year until the present the productions of this section have slowly decreased, while on the other hand, the Lake Superior region has continued to double and treble even in a period of three years its entire previous output. In the year 1890, 16,000,000 tons were produced in the United States and 9,000,000 tons of this, over half, came from the mines of Lake Superior; the eastern district produced but 3,000,000 tons; and the southern district about the same amount.

In the year 1892 the greatest activity ever known in the history of the world in iron mining was manifested; 17,000,000 tons of ore was used in the United States and of this amount 9,500,000 tons were produced in the Lake Superior region.

During the following year the amount of ore used fell to less than 12,000,000 tons and the amount of ores mined in the various mining districts fell correspondingly. In 1894 the iron trade showed an upward tendency and from that year until the present there has been a steady upward movement.

In the census year 1880 the total production for the United States was 7,120,362 long tons; to this amount the Lake Superior region contributed 23.6 per cent; in 1896 66 per cent. was produced in this region. It will be seen by a careful study of the figures given that there has been a steady increase in the per cent. produced by the mines of Lake Superior during the past sixteen years, but the bare figures without further explanation do not tell the whole story; the Lake Superior mining region occupies a more important place than would be assigned to it on a simple tonnage basis. The quality of the ore is the best mined in the United States and experts opine that it is the best in the world.—From the Evening Telegram, Superior, Wis.

In English, French, Italian, Latin, and Greek, the moon is feminine, but in all the Teutonic tongues the moon is masculine. Which of the twain is its true gender? We go back to the *sanskrit* for an answer. Prof. Max Muller says: "It is no longer denied that for throwing light on some of the darkest problems that have to be solved by the student of language nothing is so useful as a critical study of Sanskrit." Here the word for the moon is *mas*, which is masculine. Mark how even what Hamlet calls "words, words, words," lend their weight and value to the adjustment of this great argument. The very moon is masculine, and like Wordsworth's child, is "father of the man."—Ex.

W. A. MCGILLIS & CO.

DREDGING.

57 WADE BUILDING. CLEVELAND, OHIO.

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone,
Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.
Buffalo	1,162,000	936,000	959,000	198,000	137,000
Chicago	2,260,000	6,833,000	762,000	286,000	84,000
Detroit	47,000	166,000	9,000	21,000	...
Duluth and Superior	3,426,000	2,308,000	905,000	90,000	4,000
Milwaukee	138,000	21,000	34,000
Montreal	197,000	221,000	1,145,000	75,000	33,000
Oswego	...	51,000	9,000	...	22,000
Toledo	411,000	460,000	251,000	25,000	...
Toronto	18,000	...	3,000	...	7,000
On Canal	16,000	103,000	128,000	...	13,000
Grand Total	23,085,000	19,504,000	8,114,000	1,448,000	486,000
Corresponding Date, 1897	28,296,000	11,475,000	8,889,000	2,898,000	1,524,000
Decrease	...	2,956,000	590,000	...	96,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

THAT DARING DASH OF DEWEY'S.

Among the many congratulations from England is the following from the British Vice Admiral Colombe, retired:

"I doubt if there was ever such an extraordinary illustration of the influence of sea power. A superior fleet has attacked and beaten a Spanish fleet supported by batteries, and it appears that it passed those batteries and took up an unassailable position off Manila. The boldness of the American commander is beyond question. Henceforth he must be placed in the Valhalla of great naval commanders. Nothing can detract from the dash and vigor of the American exploit, or dim the glory which Dewey has shed upon the American Navy. It may be bad for the world, for, assuredly, the American Navy will never accept a subordinate place after this exhibition of what it can do."

VESSELS CLASSED.

The American Shipmasters' Association, New York, classed the following named vessels this week in the "Record of American and Foreign Shipping:" Three masted schooners, Jno. L. Treat and Harold C. Beecher; bark, Alice; British half brigs, Carib and Aldine, and schooner, Arizona; German bark, Emanuel; Danish brig, Bornholm; and Norwegian bark, Topdal.

DIVISION OF PRIZE MONEY.

The following is the method in this country of dividing to the captors the results of seizures of the enemy's shipping in time of war:

Sea prizes, vessels and cargoes, must be condemned by courts, the property sold by the United States marshal.

If the prize was equal to, or of superior force, the vessel making the capture the net proceeds go to the captors; if of inferior force, one-half goes to the United States and half to the captors, in these shares:

To the commander of the fleet or squadron, one-twentieth.

To the commander of the division of a fleet or squadron, one-fiftieth.

To the fleet captain, one-hundredth.

To the commander of the vessel, one-tenth, or if his ship makes the capture when acting by itself, three-twentieths.

The residue is distributed among all the others doing duty on board and borne upon the books of the ship, in proportion to their respective rates of pay.

The share awarded to the United States is set apart forever as a fund for the payment of pensions.

WHEN THE FIGHT WAS FOUGHT.

Dr. Charles Lane Poor, astronomer of the Johns Hopkins University, at Baltimore, in correction of some newspaper statements, says that Manila time is ahead of Washington by thirteen hours, twelve minutes and two seconds, his authority for this statement being the "American Ephemeris and Nautical Almanac," published by the government. According to the same authority Hong Kong time is about twenty-eight minutes slower than that of Manila, or twelve hours, forty-four minutes and fifty-three seconds ahead of Washington time. Therefore, when it was 6 a. m. on Sunday, at Manila, it was 4:48 p. m., Saturday, in Washington.

The battle of Manila was therefore fought on Sunday, May 1, Manila time.

The difference grows out of the gain or loss of a day in passing the meridian, which is 180 degrees from Greenwich, or half way around the globe from the English observatory, which generally governs geographical measurements and

time. There are a few local departures from the rule of beginning a new day at 180 degrees, these being on some of the small islands of the Pacific.

A FRENCH CANADIAN'S EPISTLE.

We have been requested to reprint the following letter from our files of several years ago. The letter is signed "Peter La Champaign, Algonac, Mich.," but there are those who believe that Capt. Tebo had a hand in it. The letter twists the personal pronoun just as the French-Canadians do in talking. With them a female is "he" and a male is "she." All the other distinguishing traits of the dialect are there, too, the whole is a remarkable example of the modesty that is such a characteristic trait of those hardy and prolific dwellers of lumber woods.

ALGNAK, Feb. 21, 1885.

Capt. Welcome Dear Sur i hope you go excuse me fe i go rite on you cose i hant got much quant on you, but the rison what i rite on you for is dis you no i got won wimens an i go ax you if you can give him a job to go cook on you bote i mete Paul Socia de odder day and she tolle me you was gone to sale big bote dis sumer an she say to me like dat you rite to Capt. Welcom she live on buflo and you ax him fi es got his cook and fi he hant got it i bet you to muskrat she give it a job Wet i tolle Paul i go rite on you i hant much educashun i cant rede big book and make big prech but same tam i kin rite on you wat i want. Now Captem dis wimens wit i got he is a good wan he bin cook in the lumber wood tre for fiv year an al dem mans in de lumber wood she say he is a good wan ond he hant belong on no unun Paul she say dat is good wan on his faver and she say i kin go on de bote to an ack lik deck han on same tam. now Captem i go ax you under faver you no i got fore children one of it is a girl and he can help his mudder a good dels dis gerl wat i got he got terchene old an de nex wan she got hate old and and de tird won he go fore old one i got udder wan he got no old tol he jus com las nite, but wen he git more old like de oder wans he can help do old man to.

now Captin de favor wat i go ax on you is dis kin i fech al my family on de bote fi i kin i got chanc to rent my plas cos Jule Paquet she tolle me fi i go on de bote an take al of it wich me she go giv me hate doler a mont for my plas and Jule hes honest man you so som mans wen you trus her dats los for you but ant so in Jule. now Capten i hope you gone give me al dem faver wat i ax on you. i no cool be glad wen we al git on de bote.

Now captin i hant ax you wat you gone pay cos Paul she

told me wen we hant belong on no unum we kin ax al we like so i gon trus on you for dat.

by gosh i was com nere forget someting i mete my brudder law dis morning an she say to me you go rite on Capin Welcom an i say yes an she say to me to ax you fi you wil giv him job to go henginer on your bote mabe you hant got no quant on him wel i kin tolle you she was good wan she ben run trash mashen for tre year an she hant kil no body yet al de mans on Algnack talk good on her an she tolle me to tel you she hant belong to no unun to now captin fi you want tak my brudder law for henginer you kin rit on him dis way

Constant Pardee

Swan Creek

Michigan Stat

she will git it quick cos she go on de pos ofice evry day cos al dem clerk in de pos ofice on Swan Creek no her.

now captin i go ax you agin to giv me al dem faver wat i ax on you an fi you do i kin come an sine contrck for de al of it. wel i tink i go stop rite is time to go to bid is ten o'clock and dat little boy wat come las nite he crying an i mus go to look on him we sen al our regard to you and hope your family is wel goot nite write so quick as you cant to

PETER LA CHAMPAGN,

Algnack,

Michigan Stat.

ON account of the special timeliness of the June Century, the issue has been pushed forward so that the magazine will be ready on Saturday, May 28th, instead of on the first day of the month as usual. The features of unusual interest include "The Spanish Armada," described and illustrated from manuscript records and the narratives of survivors, with an introduction, or the reasons for its failure, by Capt. Mahan, now of the Naval Strategy Board.; "Ten Months with the Cuban Insurgents," the experiences of a major in the Cuban army under General Garcia; "The Confederate Torpedo Service," by the electrician of the torpedo division of the confederate navy, who laid the mine which blew up the first gunboat ever destroyed by this means. Etc., etc.

THE following shows the number of recruits the different states furnished to the navy, according to the latest compilation: Maine, 99; New Hampshire, 22; Massachusetts, 1,474; Rhode Island, 150; New York, 1,780; New Jersey, 318; Pennsylvania, 406; Maryland, 444; District of Columbia, 401; Ohio, 67; Michigan, 304; Illinois, 182; Wisconsin, 32; Minnesota, 154; Missouri 54; Virginia, 255; North Carolina, 95; South Carolina, 115; Georgia, 17; Tennessee, 8; Louisiana, 151; Texas, 81; California, 606; Florida, 113.

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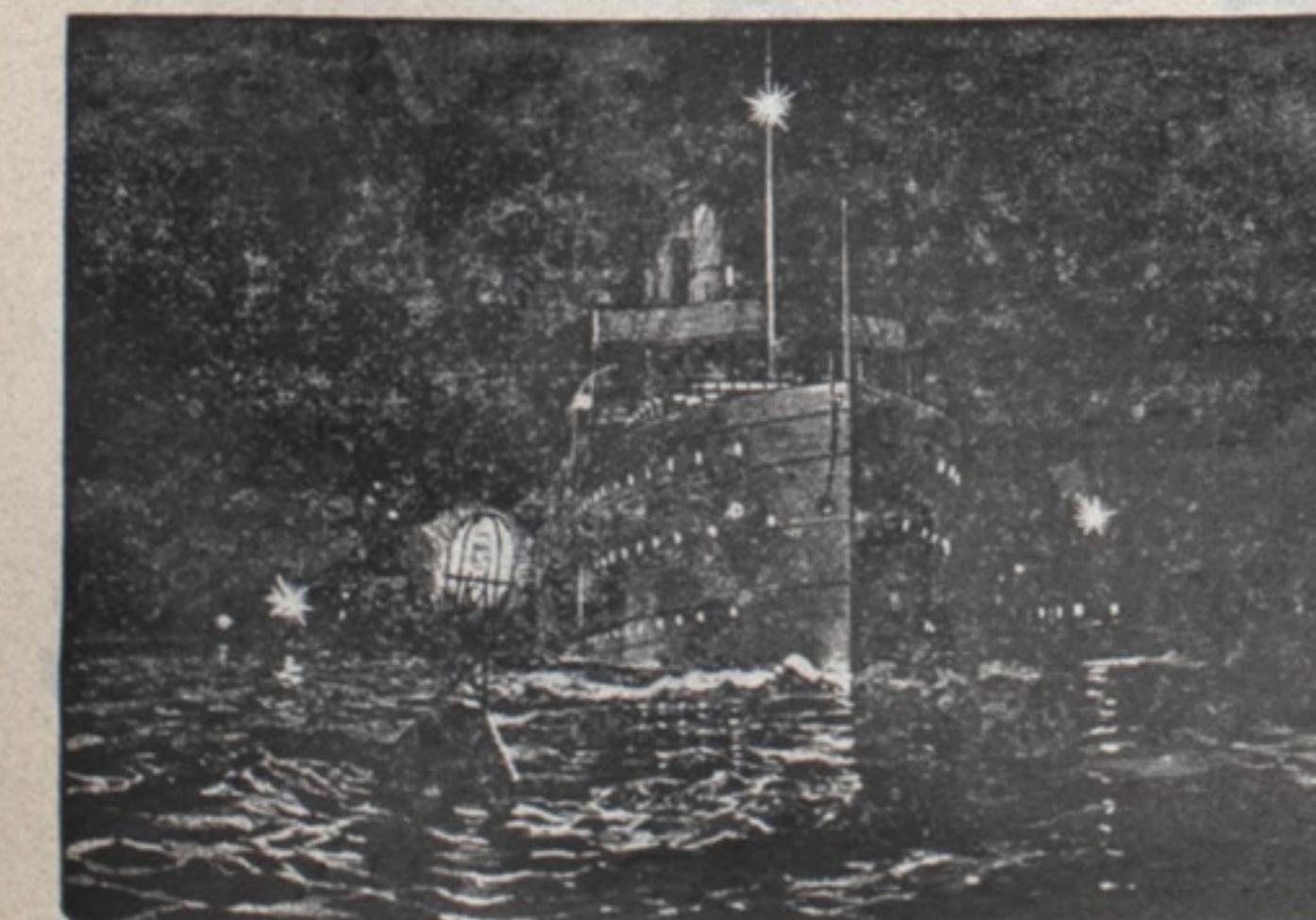
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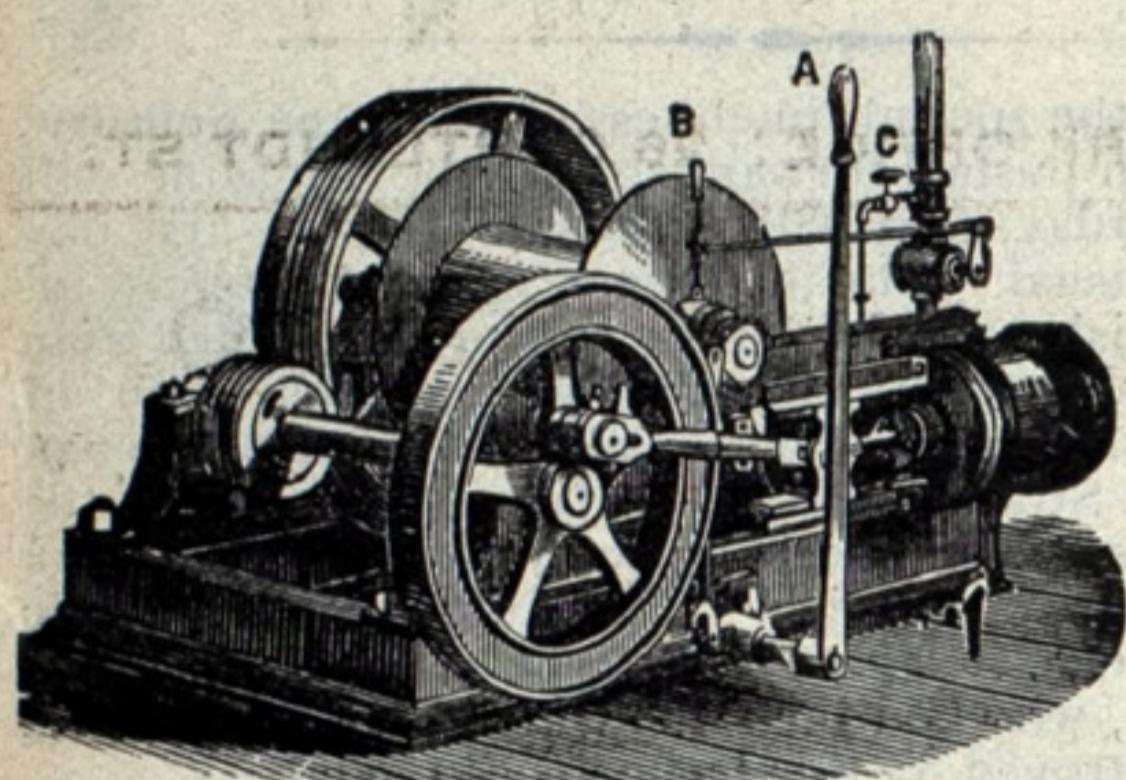


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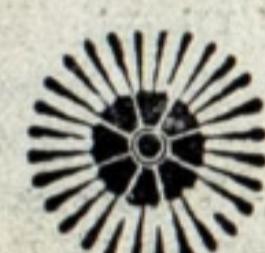


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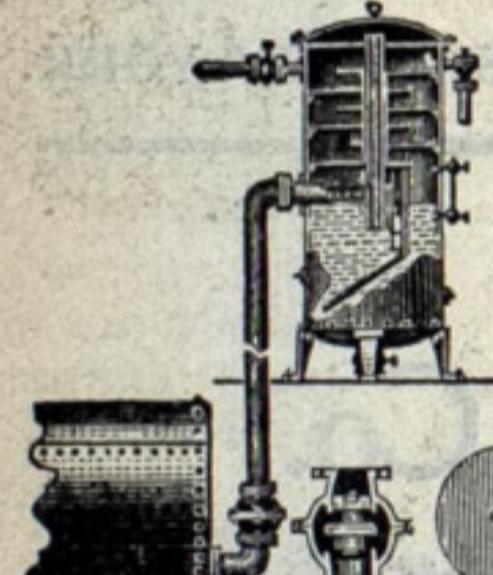
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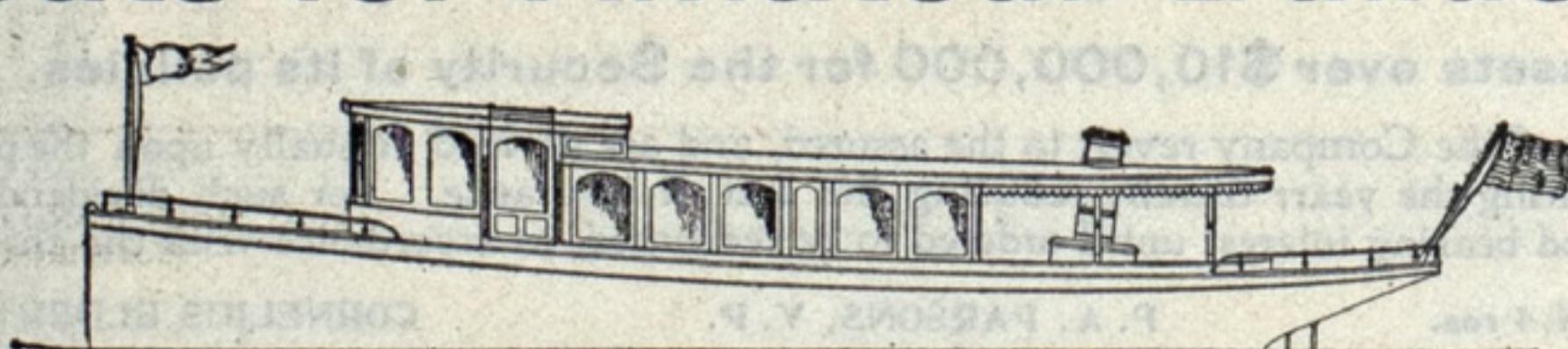
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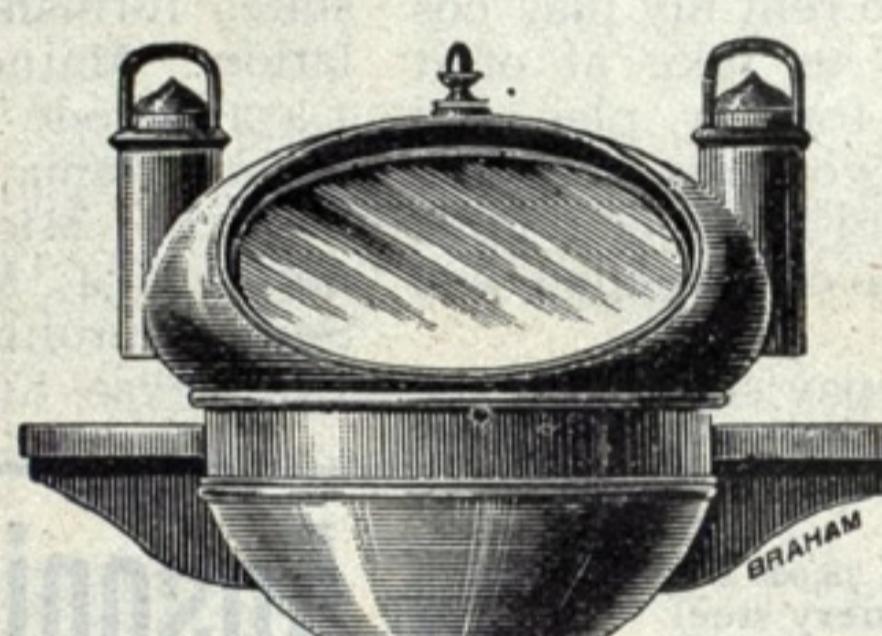
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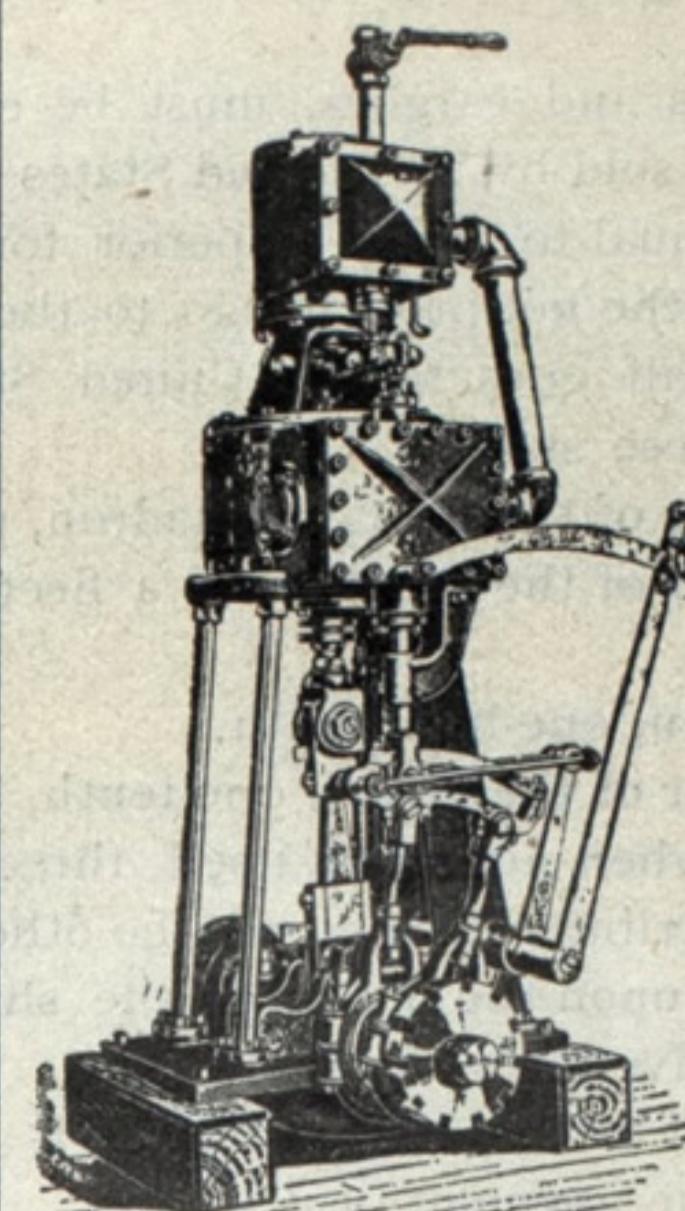
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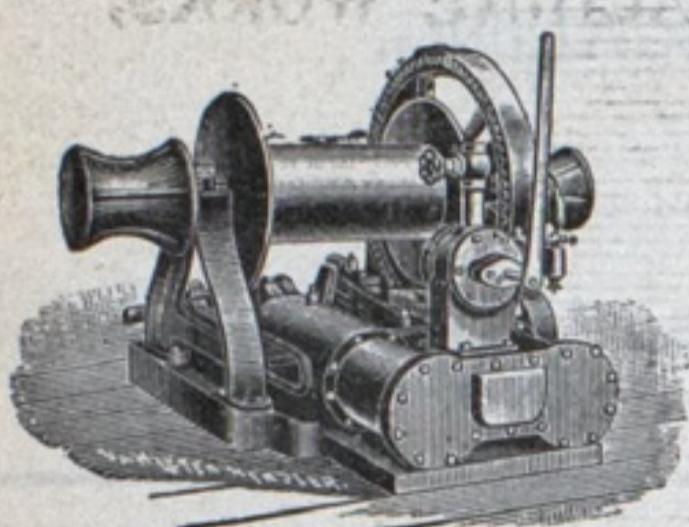
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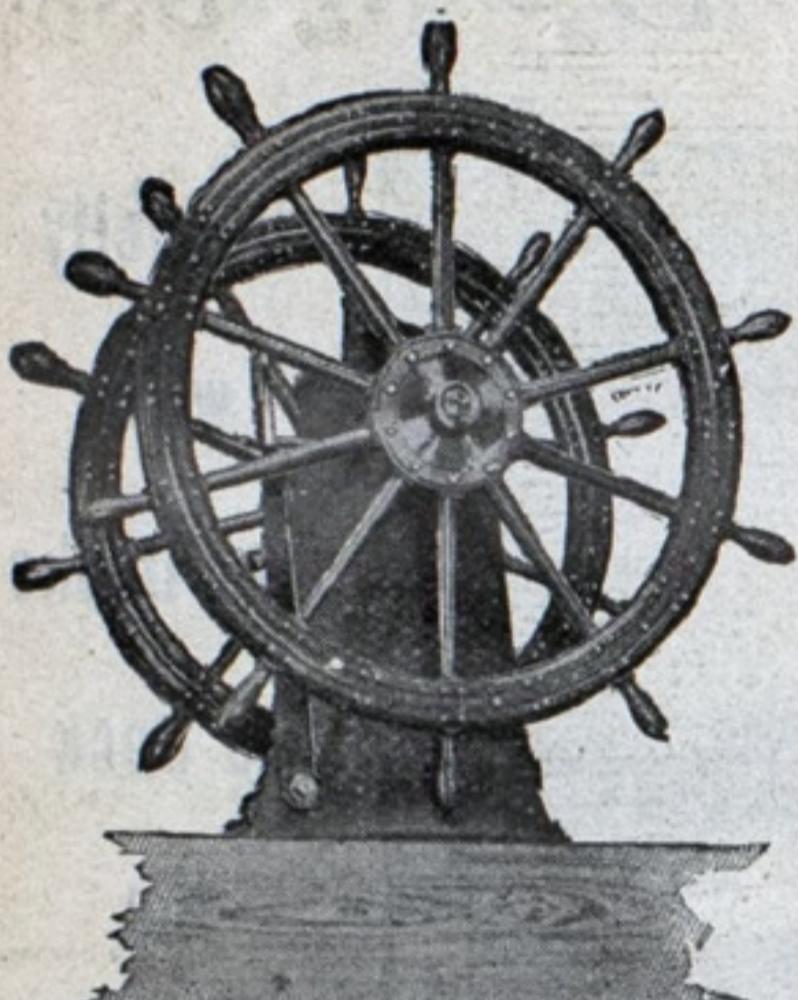
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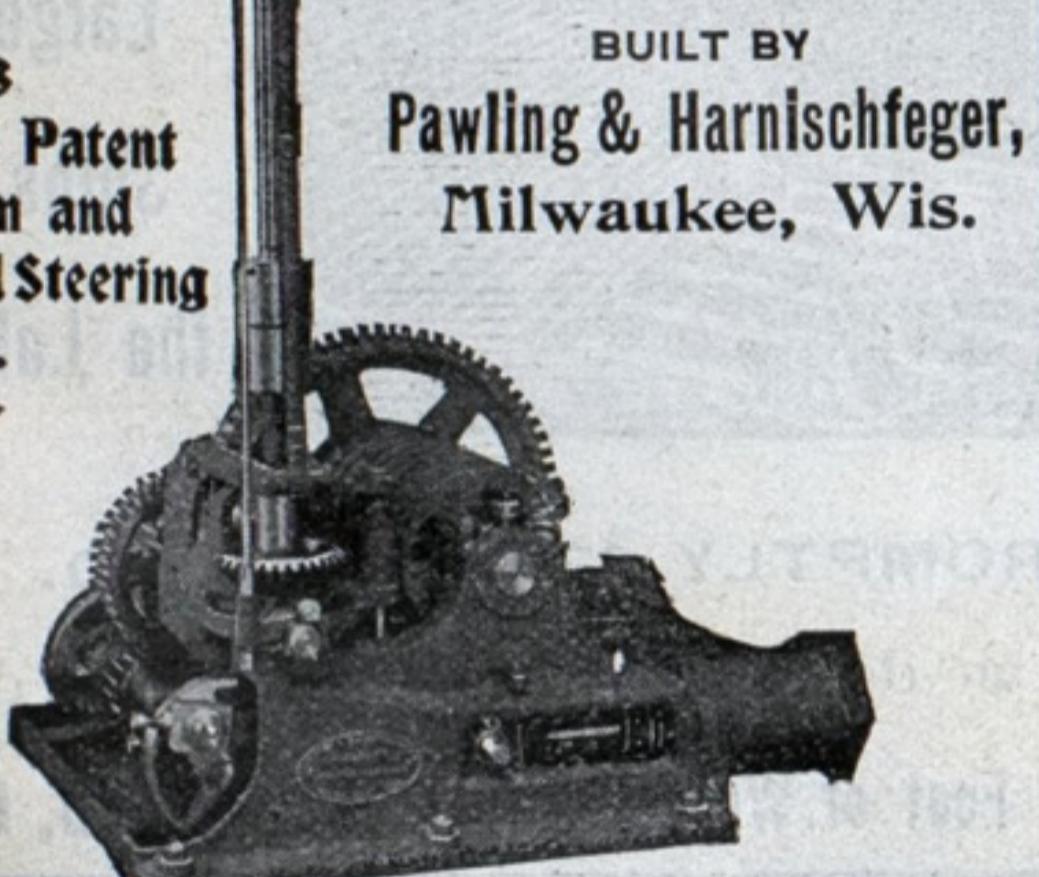
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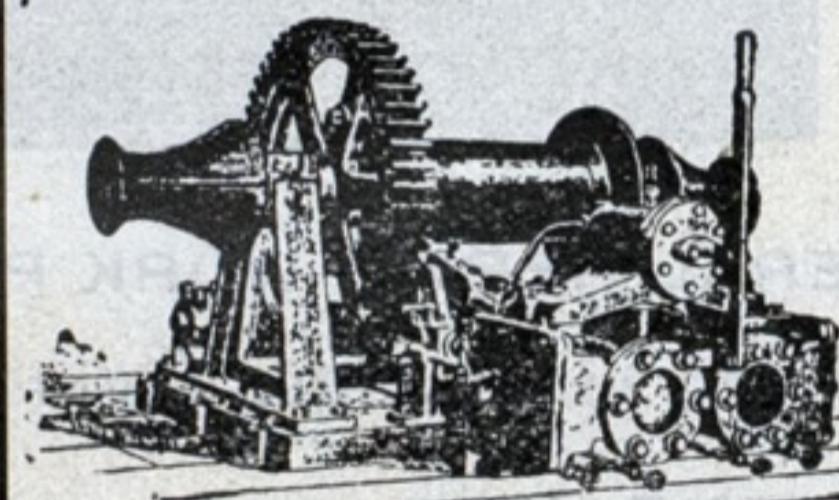
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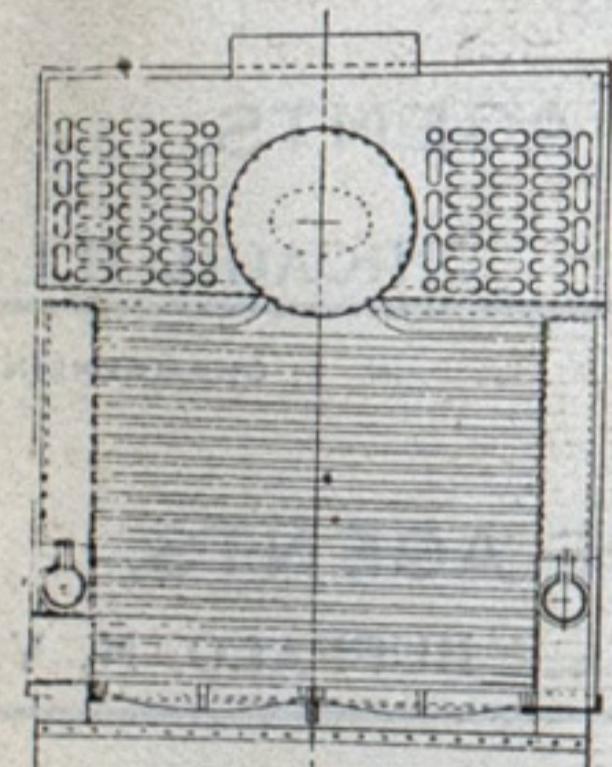


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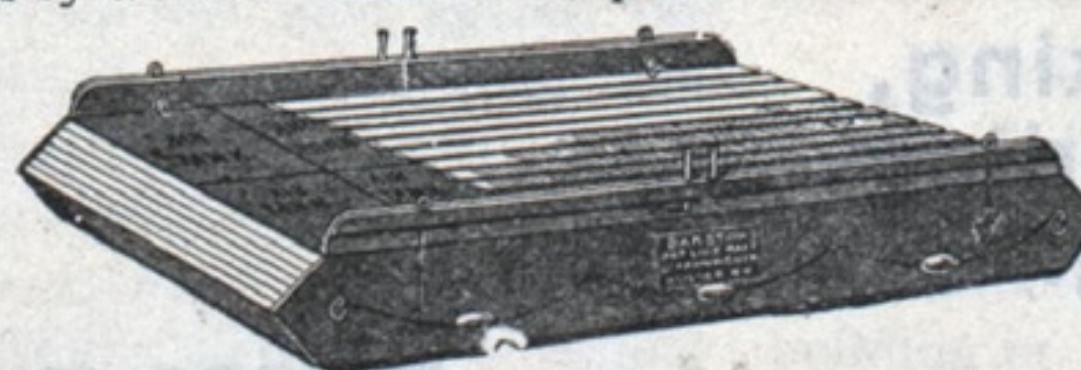
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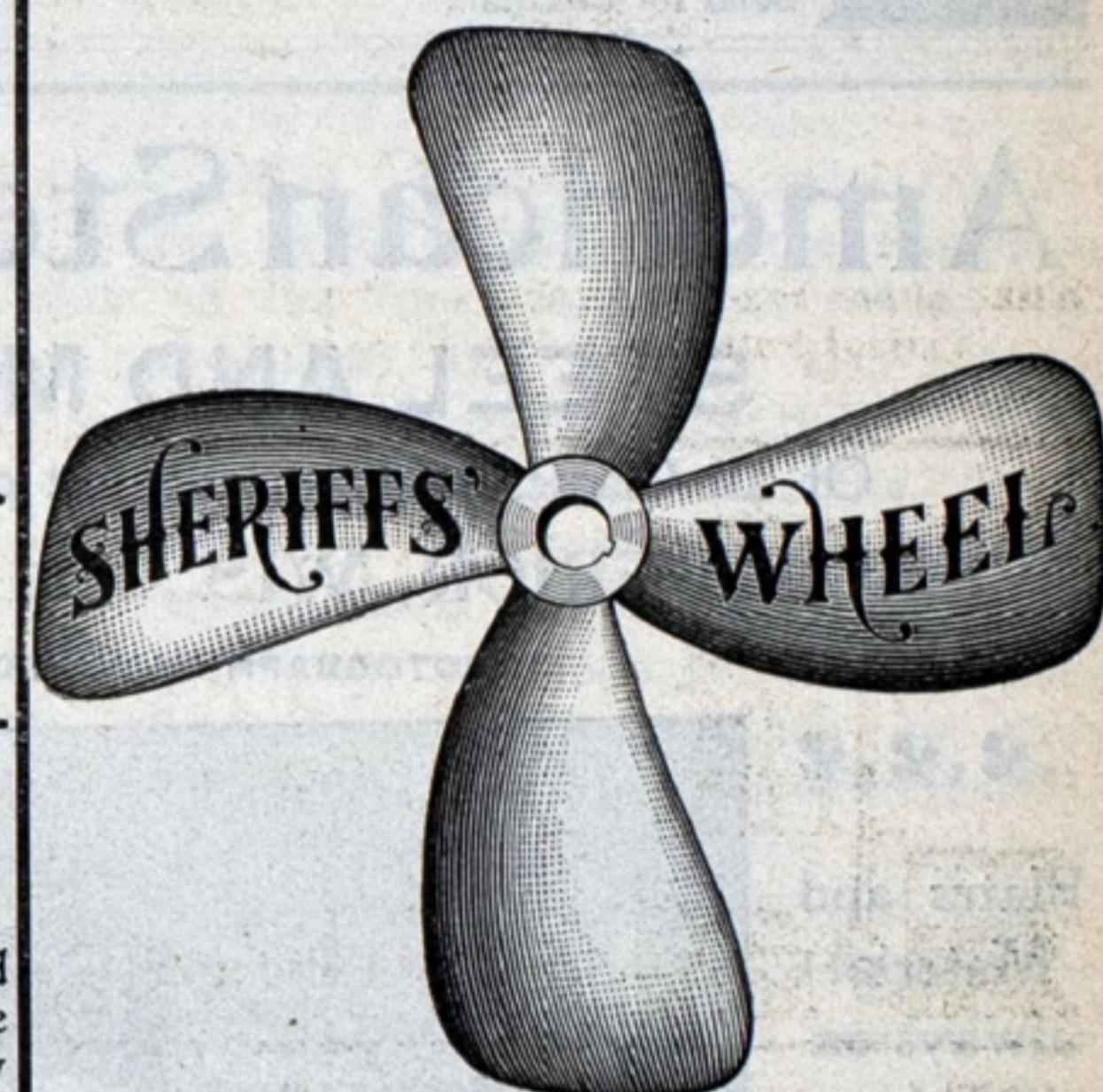
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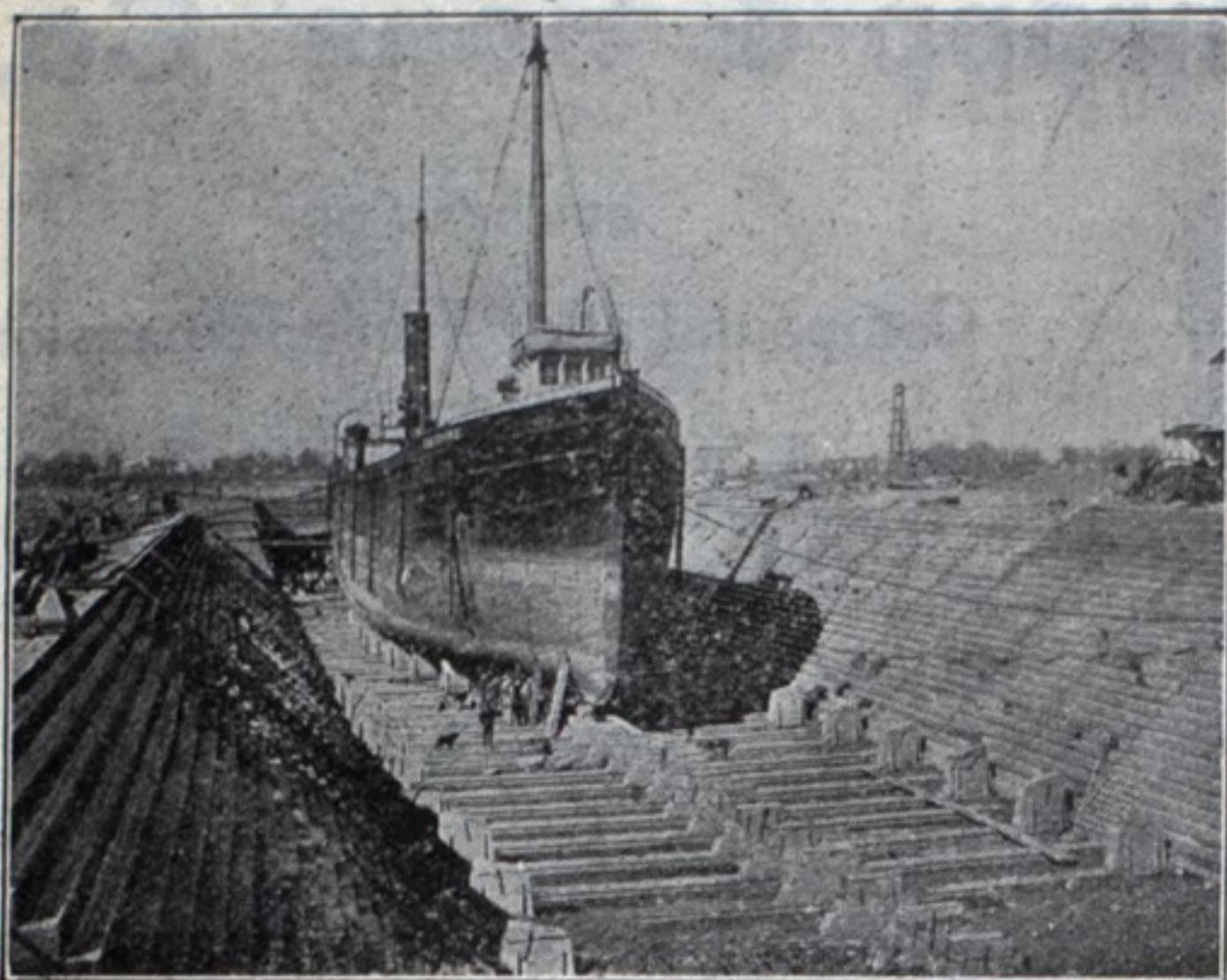
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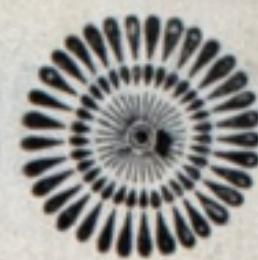
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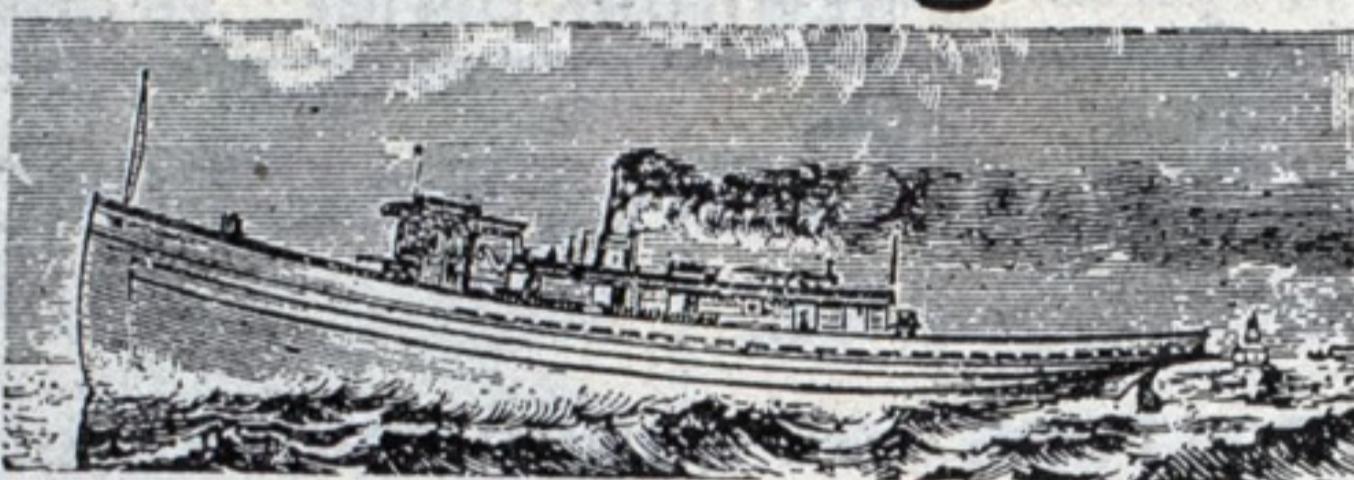
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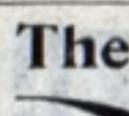
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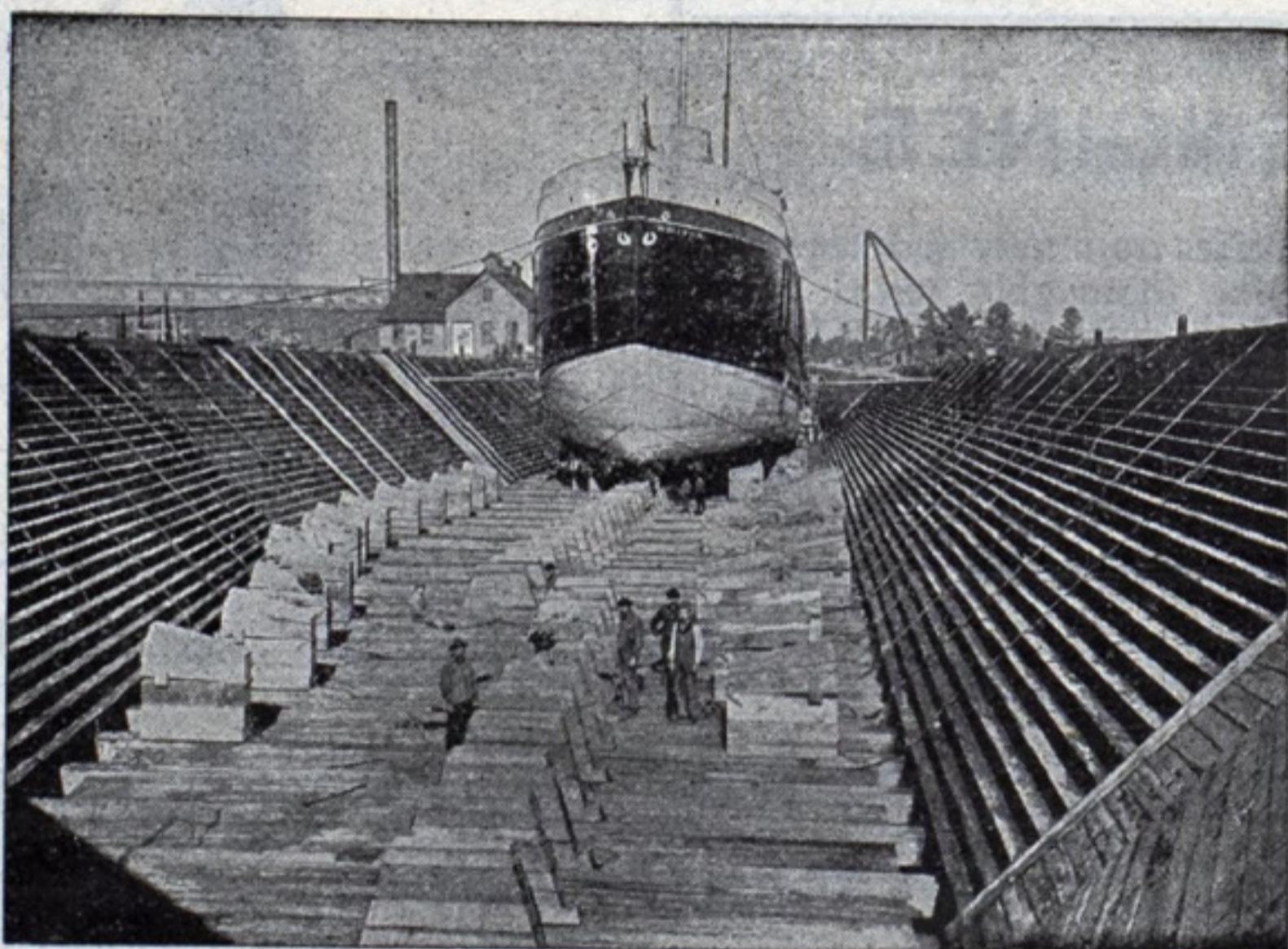
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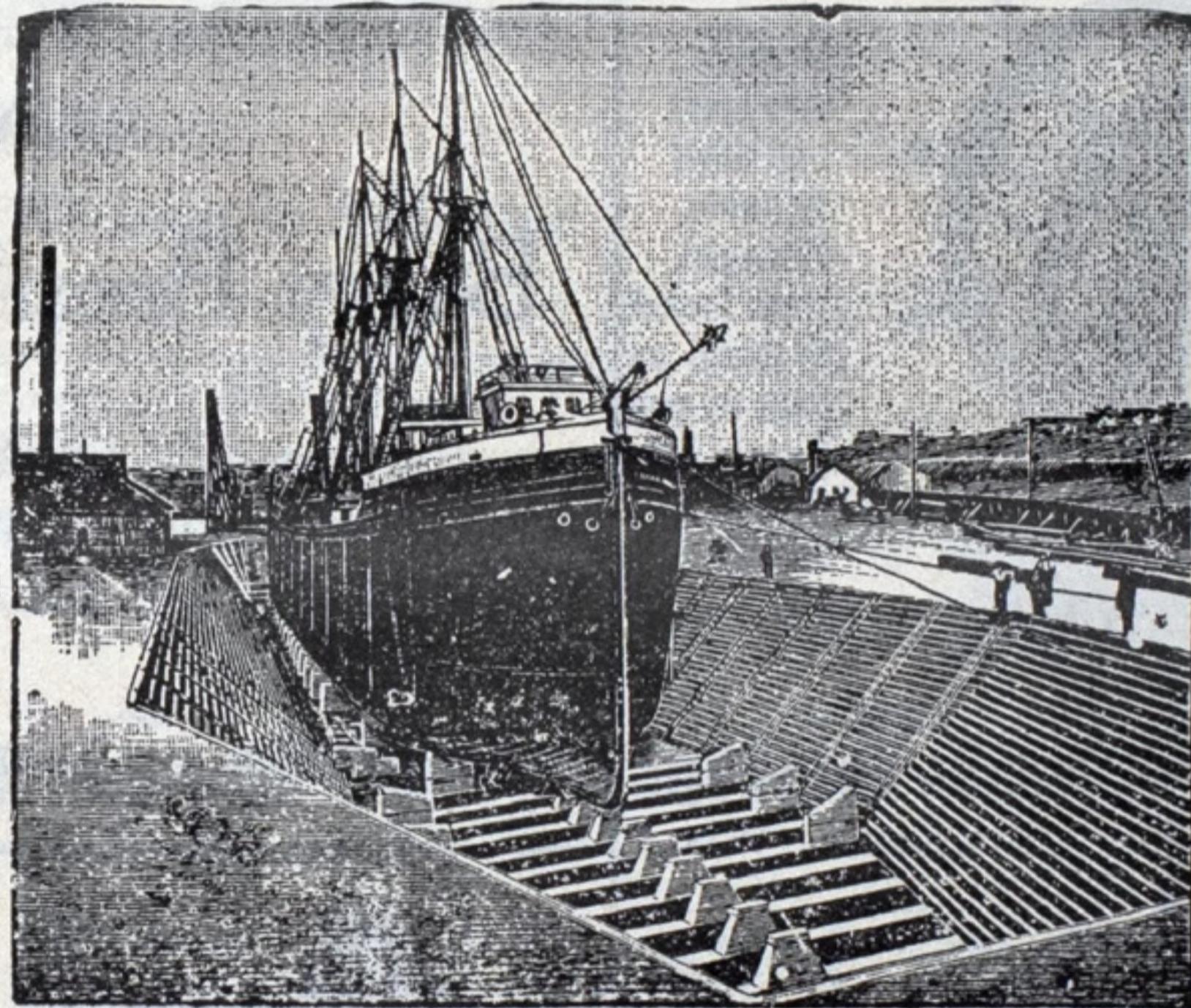
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